

MISSION NO. 194

DATE 10 March 44

TACTICAL MISSION FOLDER

Field orders: 261
Briefing notes
Duty officer check list
Camera installations
Authorized admission lists
Formation chart

"Interrogation" forms
A/C returning early
Hot news

Flash report
Immediate action report
Final report
Flak
Sortie information
Maps & photos
Tabulation sheet.

RESTRICTED

AUTH 8th Ftr Comm.

Ltr of 14SEPT1945

Date SEP 19 1945 J.O.S.

TIME	PLACE	ALTITUDE	HEADING	DESCRIPTION OF PLAK GIVING LEAST-ABOVE EAT-ON-CLOCK POSITION-UNUSUAL PHENOMENON A
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SHIP NO.

DATE OF ATTACK

DESCRIPTIVE PLAT FORM

PILOT'S NAME

TAPSET

SECRET

our troops are on the northeastern outskirts of the town. Our forces thrusting southwest from the Trevieres area are making satisfactory progress. The enemy west of the road between St. Mers Eglise and Carentan are being mopped up.

On the British sector three German Panzer Divisions have been identified and several armored clashes have occurred. A tank battle took place at Tilly Sur Seullies. In the Caen sector our troops are making some progress from the north. A British Infantry and an armored brigade withstood numerous attacks by enemy armor. Positions were maintained, Loucelles being captured. A Canadian Infantry Division was engaged in heavy fighting in the Buron Area. An airborne division met strong enemy resistance north of the road between Caen and Troarn.

Naval Activity

Although hindered by weather, discharge on the beaches has proceeded satisfactorily, with unloading conditions improving on the whole. Some intermittent shelling and strafing in one sector and some mine-laying from e/a in another, have not seriously impeded unloading. The sweeping of a fourth broad channel to the assault areas has been completed.

There has been considerable U-Boat activity in the Ushant area and Coastal Command have made many sightings and several attacks. However, the U-Boats have not yet succeeded in making contact with Allied convoys. E-Boats have been driven off with light casualties to our ships.

The bad weather over the beachheads has been favorable for attacks by enemy fighters and fighter-bombers, although the latter have not succeeded in attacking in force. Attacks have been directed for the most part against the beaches although enemy aircraft have attempted to mine the swept Channels. A landing strip previously reported as being prepared by the Allies northeast of Bayeux is not in operation and another landing strip will be ready soon.

Another of the four enemy destroyers intercepted during the night of 7/8 June was driven ashore and yesterday evening 24 Beau-fighters attacked this destroyer and it is now a complete loss. 141 prisoners from other destroyer have been landed in the U.K. 6 MFPs attacked 4 enemy escort vessels off the Dutch coast last night and sank three of them.

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S E C R E T

20 plus RR cars at 1 VXR141.
 Large freighter inside Cherbourg Harbor, stationary.
 Airfield at 4 VR 6553.
 Airfield at LaLonde 4 VR 0408 with 4 unidentified a/c.
 2 Long convoys of armored vehicles, well camouflaged, 25 to 30 miles
 NW of Chartres moving north at 5 VR 1054, seen at approximately 2130 hours.
 30 trucks proceeding at 25 miles per hour headed west observed at 2115
 hours from 12,000 feet.
 Oil dump at 4 VL 7813.

4. Damage to Enemy InstallationsNantes A/F - Good Results

Three heavy concentrations of bombs fell into the A/F proper, blanket-
 ing the southern three quarters of the field. Two hangars on west side of A/F
 received direct hits. / a/c shelters and a dispersal area adjacent to hangar
 received direct hits, one hangar being left burning. On the eastern side of the
 A/F there were two direct hits on a partially destroyed hangar block. One a/c
 shelter in this same area received a direct hit. One medium sized unidentified
 building adjacent to the hangar received one direct hit. Smoke from bomb
 bursts covered the area early in the attack, but at least 30 direct hits can
 be seen on the NE-SW runway and 16 on the NW-SE runway. The radio station was
 hit and probably the control tower. The barracks area received a heavy con-
 centration of bombs.

Vannes/Mescon A/F - Good Results

Two concentrations of bombs-at least 250 bursts- can be seen covering
 most of the south portion of the A/F, with 20 hits on the NW-SE runway and at
 least 5 hits on the NE-SW runway. One medium sized unidentified building in
 the northwest dispersal area received a direct hit.

Caen A/F - Fair results

One concentration of bombs- at least 72 bursts- fell on the landing
 ground along the NW perimeter of the field. In a small dispersal area on the
 NW edge of the field one small unidentified building received a direct hit.
 A second concentration of bombs fell into a wooded area 6,000 feet east of
 the A/F.

Dreux A/F - Fair Results

A concentration of at least 90 bursts covers the central and eastern
 parts of the landing ground.

5. Ground and Naval OperationsGround Operations

Following the capture of Isigny, a junction was affected between
 two American forces north of Carentan, which is still in enemy hands, although

S E C R E T

SECRET3. Observations.Bomber Observations

Enemy supply dump at Rouen.

M/Y, 4842N-0002N, 0845 hours, 20,000 feet - 150 freight cars.

Barracks observed south of same M/Y.

R.R. bridge, 4950N - 0122E, still intact.

Two very large new excavations south of Argentan, 0846 hours
20,000 feet.

Much activity in M/Y at Lisieux, Laigle, Bernay, Mezidon and Conches,
from 0853N - 0912E.

15 - 20 trucks parked on road in vicinity of La Haye, 4938 - 0127E.

Five miles west of 4909N - 0133E pontoon bridge has been constructed
to the place the bridge was destroyed.

No e/a seen on Caen Airfield.

The runways and dispersal areas on Lannion A/F appear to be completely
untouched.

The A/F at Caen observed bombed out.

Batteries of guns hidden woods one mile west of Flers.

A large explosion at R.T. choke point south of Domfront.

At 0750 hours from 20,000, 30 to 40 tanks were observed at 4745N -
0050W. Believe to have been moving north.

Fighter Observations

(All coordinates are military grid)

East shore of Cherbourg Peninsula apparently flooded.

Dummy a/c at A/FVRO-7763 - airfield is in use.

Large storage dump and R.R. yard with 10 - 15 freight cars and 200 -
300 packing cases on siding at VQ-8179, one convoy of ten trucks heading west
on concrete road at 0945 hours.

14 tanks heading west on parallel dirt road.

No movement on roads and R.R. on way to Caen from south and south-
east.

Six s/o fighters seen at A/F, 4VR-2268, 5,000 feet.

No activity at these A/Fs: 4VQ-7879, 4VQ-7588 and 4VQ-1577, all in
the Evreux-Bernay area.

At 4Vm-0038, 15 - 20 R.R. cars seen and half of them had light
machine guns on them, apparently to defend ammunition dump observed from
3,000 feet.

Barrage balloon, 4VQ-7490.

75 to 100 freight cars in M/Y VR-1298.

Tremendous amount of civilian evacuation observed in the vicinity
of Remes.

Observed 12 plus barrage balloons at VQ-9263 protecting a power station.

Army camp at 4VQ-8130 with 100 barracks in a woods. Flak surrounded
camp. There were 10 trucks and 25 tanks in the same area.

Military camp of about 20 Nissen huts at 1VX 1850.

Flak tower at 1 VX 3060.

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SECRET

two motor convoys, military barracks and other targets were strafed and bombed. 17 fighter-bombers were lost - 15 P-47s and 2 P-51s.

In the entire fighter operations for the day, 64 missions were flown - 43 patrol missions and 21 fighter-bomber missions. A total of 1491 sorties were flown. Fighter claims total 13-2-3 for e/a in the air, 1-0-2 for e/a on the ground. 24 fighters were lost - 15 P-47s and 9 P-51s.

5. Photo Reconnaissance

12 P-51s were dispatched on photo reconnaissance. Photos were obtained in the following areas:

Caen A/F, Vannes A/F, Dinard/Pleurtaut A/F, Malines, Cappelen, Boulogne, Berck-sur-Mer, Argentan and Perieres. Five a/c failed to obtain photos due to weather. A military convoy was observed on Autobahn south of Hulst. Four sorties to Antwerp area on the deck received tracer fire and heavy concentration of flak throughout run over enemy territory. One sortie received enormous amount of flak at 6,000 feet over Bruz, France. All a/c returned to their base safely.

6. Weather Reconnaissance

Two B-17s were dispatched on routine heavy weather reconnaissance.

Two Mosquitoes were dispatched on special light weather reconnaissance over Europe. All a/c returned safely.

7. Special Operations - Night 9/10 June 1944

10 B-17s dropped leaflet bombs over France and Belgium. All a/c returned safely.

C. INTelligence

1. Enemy Air Opposition

Opposition to the first bomber operation was slight, with only one group reporting an ineffective attack by a small number of a/c in the area SE of the bridge-head. No bombers were lost to e/a.

There was no e/a opposition whatever to the second operation.

Fighters on area patrols and sweeps met weak opposition and made claims of 5-2-1 for e/a in the air, to a loss of 7 P-51s for unknown reasons. Fighter-bombers reported seeing a total of approximately 120 e/a, about 80 of which attacked aggressively in the Argentan area and SW of Bayeux. Claims are made of 9-0-3 in air engagements with a loss of 17 fighter-bombers, of which the number lost to e/a attacks is unavailable.

Apparently the enemy made no attempt to intercept the bombers in any of today's operations. During the early morning bomber attacks, only a few German fighters and fighter-bombers were airborne. Weather conditions may have been the prime factor in preventing the enemy from putting up more than a comparative small number of fighters early in the day. The large number of Allied fighters in the area later kept him on the defensive.

2. Flak - Moderate to intense and fairly accurate flak was encountered at Caen, while at Caen/Carpiquet A/F meager to intense and very accurate fire was put up. Two miles southeast of Lizieux/Tolleville A/F moderate and accurate fire was encountered. SE of Vire, at Equihens and Hardelet, AA fire was meager and inaccurate, but increased in accuracy in the vicinity of Boulogne, Rambouillet, or St. Gabriel. One B-24 dispatched to attack Evreux A/F was lost to flak.

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generally moderate accurate flak over target areas and intense flak in the vicinity of Caen. Four bombers were lost in this operation, one B-24 to AA, and two B-24s and one B-17 to crash landings on return in the U.K., all crew members safe. 26 B-17 and 28 B-24s suffered minor battle damage, and 10 B-17s suffered major battle damage.

Second Operation - Orleans/Brivy, Chateaudun A/Fs.

In the second operation of the day, two combat wings of B-24s (119 B-24s were dispatched to attack Orleans/Brivy and Chateaudun A/Fs. 111 B-24s made the attack between 1409 to 1412 hours from 21,500 to 22,000 feet, dropping a total of 306 tons. Bombing at both fields was effected through complete undercast with the aid of PFF equipment, and results are unobserved. This operation was completely uneventful. There was no enemy air opposition; flak was virtually nil and all bombers returned safely.

2. Fighter Escort

No groups were assigned for escort as such on today's operations, all support being in the nature of area patrols and sweeps.

3. Fighter Sweeps

772 a/c (405 P-38s, 364 P-51s and 3 P-47s) flew area patrols over the beach-head sectors and the Channel as well as the following areas: Calais, Dieppe-Paris, West and south of Paris, north of Rennes, Drebant-Guingamp on the Cherbourg Peninsula, Vannes-Kerlin/Bastard. Enemy air opposition on the whole was weak. Claims were made of 5-2-1 in the air and 0-0-1 on the ground, for the loss of 7 P-51s. Ground targets claims were as follows: for locomotives- 6-0-8, RR cars - 28-0-10, trucks 64-0-31, tanks- 2-0-1, and other vehicles 5-0-

4. Fighter Bombing

719 a/c (506 P-47s and 213 P-51s) were dispatched on fighter-bombing operations over a wide area south of the beach-head sectors and over the Granville-Vire-Verneuil area. During these missions approximately 100 e/a were sighted, 40 of which bounced one group while they were dive bombing in the Argentan area. 40 other e/a were bounced by another group at 300 feet at Bayeux. The enemy was quite aggressive in both instances, but their effort was otherwise meager and uncoordinated. A total of 254.2 tons of 250, 500 and 1000 lb. of G.P. bombs were dropped on numerous railroad bridges, M/Ys, truck convoys, railroad tracks, trains and cars with generally good to excellent results. M/Ys at Elbeuf, D'Alombon, Argentan, Mayenne, and several other places received direct hits. Bridges at Chateau-la-Valliers, Clairefontaine, LaFerte Mace, L'Isle Bouchard, Le Port Boulet, Lunay, Longueville sur Auhe, Elin sur Seine, Chinon, Courtalain, west of Sable sur Sarthe, northeast of Ecou, northeast of Chalonnes, west of Fourges, and in the Melun and Loudun areas were bombed with generally good results. Claims were made of 8-0-2 in the air and 1-0-1 on the ground. Numerous ground targets were attacked resulting in the following claims: for locomotives 2-0-6, RR cars 26-0-105, trucks 72-0-67, tanks 4-0-1, other vehicles 12-0-5, hangars, 0-0-2, radar stations 0-0-2, flak towers 0-0-2. In addition 5 tunnels were blocked by bombs, 6 plus trains with numerous goods wagons, railroad tracks at many points, two gun emplacements,

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HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 101

THOM'S SUMMARY NO. 41

PERIOD: 0001 hours 10th June 1944 to 2400 10 June 1944.

A. STATISTICS

	Missions	Disp.	Sorties	Atkg.	Tonnage	Claims	Losses				Totals
							E/A	L/A	N/E	OT	
Heavy Bomber Attacks	20	883	601	599	1407	0-0-0A 0-0-0G	0	1	3	0	4
Fighter Escort	43	840	772	0	0	5-2-1A 0-0-1G	0	0	0	0	7
Fighter Sweeps											
Fighter Bombing	21	764	719	719	254	8-0-2A 1-0-1G	0	0	0	0	17
Photo Recon.	12	12	7	0	0	0-0-0	0	0	0	0	0
Weather Recon.	4	4	4	0	0	0-0-0	0	0	0	0	0
Special Operations	10	10	10	0	0	0-0-0	0	0	0	0	0
	110	2513	2115	1318	1661	13-2-3A 1-0-2G	0	1	3	0	28

B. OPERATIONAL SUMMARY

First Operation - Coastal Positions, A/F's

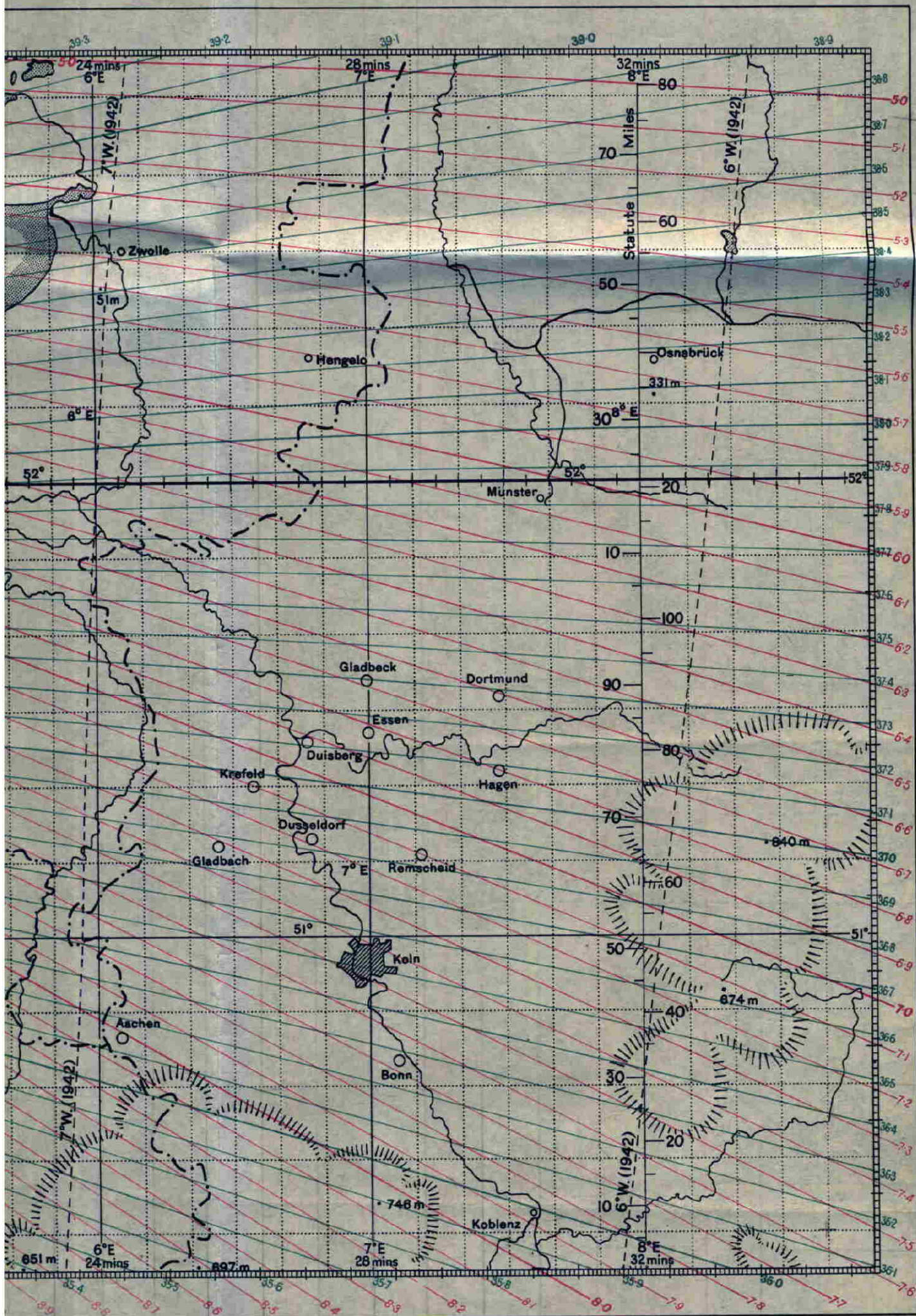
In an early morning operation, a total of 764 heavy bombers (507 B-17s and 257 B-24s) were dispatched to attack nine coastal positions and defended localities along the Pas de Calais Coast from Wimereux to Berck-sur-Mer, and 11 airfields west of Paris, and in the Brest Peninsula. A total of 438 bombers (293 B-17s and 190 B-24s) carried out the attacks dropping a total of 1101 tons of G.P. between 0734 to 0938 hours from 17,000 to 24,500 feet. All assigned targets in the Pas de Calais area were attacked through 10/10 cloud with the aid of PFF agencies with unobserved results. Attacks against three airfields in the Brest Peninsula were abandoned due to adverse weather conditions; dense persistent contrails and middle and high cloud up to 29,000 feet making assembly impossible. However, variable weather conditions from CAVU to 7/10 enabled three combat wings to attack Nantes/Chateau Bougen, Vannes/Meucon and Gaoi A/Fs visually with good results on the first two fields and fair on the third. Three other A/Fs located between Paris and the beach-head area, Conches, Evreux/Flauville, and Dreux/Vernouillet were attacked through 8/10 to 10/10 undercast on PFF equipment. Results on Dreux/Vernouillet were fair, and unobserved on the other two. Enemy air opposition was virtually nil with only one group reporting an ineffective attack by a small number of o/a in the area southeast of the beach-head. There was no anti-aircraft opposition to the bombers attacking in the Pas de Calais area, but aircraft attacking French A/Fs met

S E C R E T

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ABRUCK

SERIES 2



1:1,000,000 AT 56° N.
METRES

A.D. Maps No 900/2 Air Ministry 1942.

RA NSOM
J.R.
KOLLER
P.E.
351/007
867/12X500
B
- 0742 - 5045-0210E
4940-0310W

TIME: _____ ALT: _____ 100TH LEAD(A) GROUP TARGET: H/D Merleix

WEATHER:

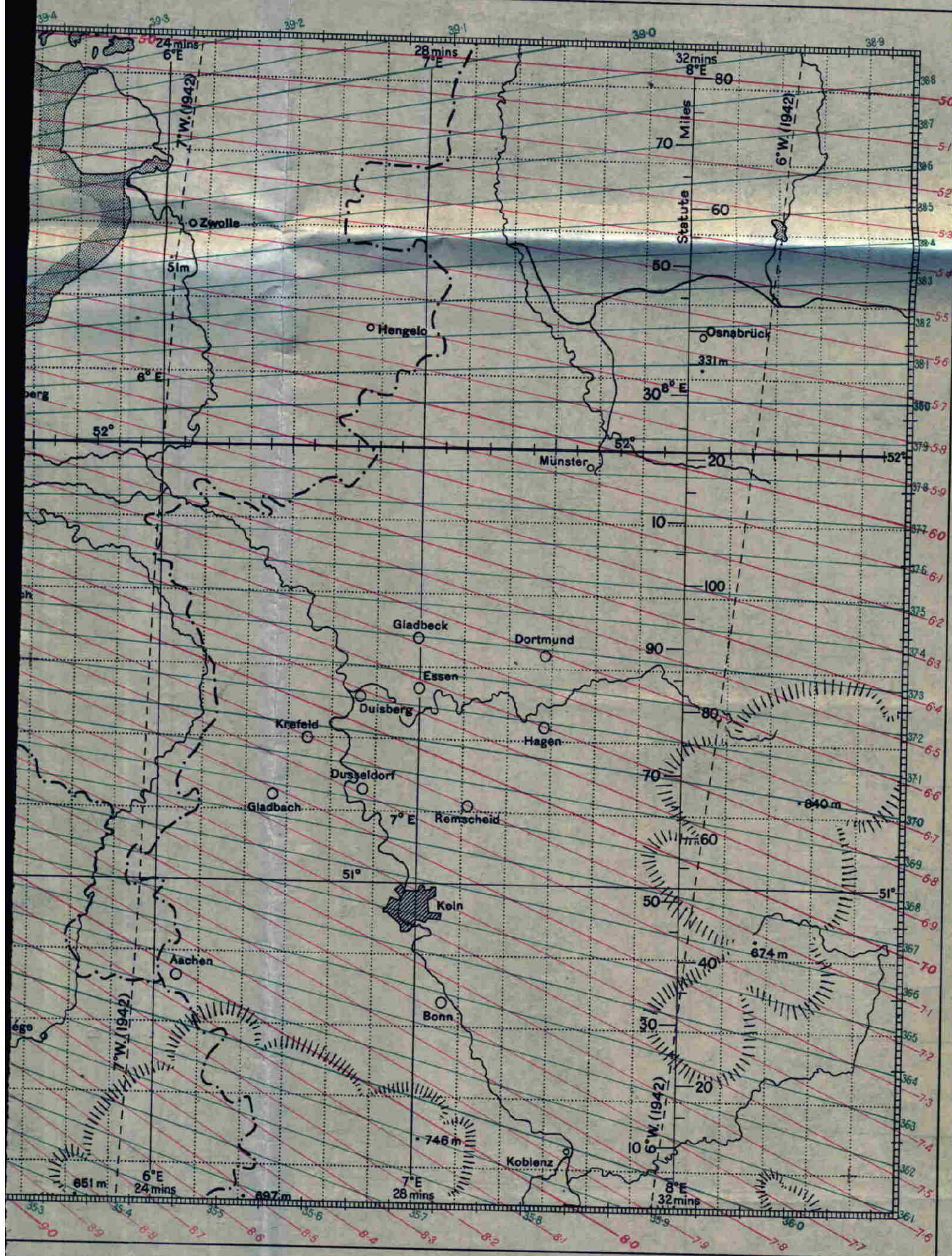
NO A/C LOST:

CLAIMS:

PILOT	SQ.	A/C #	LOADING	NO. COMBS DROPPED AND RESULTS	BATTLE DAMAGE	FLAK AND/OR E/A	OBSERVATIONS AND
PEF FULLER,							
WILHELM R. F. PEF ALESH	4/8	6087	12 X 500 G B 1/2 1/2 1/2 1/2				5011 0334W
SCHWANK J. E.	4/8	895	12 X 500 G B 1/2 1/2 1/2 1/2	0700			5100-0008W
ANDERSON M. J.	4/8	517	" B	0730			Start Point (Coast)
ROTH G.	4/8	175	" B	0710			4859-0350W
EVANS J. A.	4/8	010	" B				4950-0310W
ROWLAND H. J.	4/8	2090	" B	0730			4950-0340W
RICE D. C.	4/8	154	" VB				
HAJOS S. T.	4/8	673	" VB	0800			5000-0329W
FOREY G. P.	4/8	7090	" B				Van Lang
RYAN W. A.	4/8	071	" B	0712			5007-0241W
COTT W. P.	361	708	" VB				5020-0340W

SNABRUCK

SERIES 2



SCALE 1:1,000,000 AT 56° N.
IN METRES

A.D. Maps No 900/2 Air Ministry 1942.

W 1-14MS J.D. 349 987 38100 6204-0005E
KEMP T.H. 349 230
Spreck 13-15

TIME: _____	ALT. _____	100TH B (LOW) GROUP	TARGET: <u>AB Morlaix</u>	CLAIMS: _____			
WEATHER: _____		NO A/C LOST: _____					
PILOT	SQ	A/C #	LOADING	NO. BOMBS DROPPED AND RESULTS	BATTLE DAMAGE	FLAK AND/OR E/A	OBSERVATIONS AND CLAIMS
ROSENTHAL (P.F.)	350	2009	38X100 G.P. B 4000 feet	0730 ✓			PFF
BROWER G.A.	350	659	" B	0725 ✓			4922 - 0345
ROGERS J. P.	350	637	" B	0804 ✓			4910 0320W
CHARWICK R. T.	350	903	" B	0804 ✓			4910 - 0320W
MCLEWEN D. R.	350	958	" B	0735 ✓			4900 0350W
ELBEL A. D. 1/0	350	621	" B	0720 ✓			4850 - 0330W
GIBBONS J. R.	350	695	" B	0705 ✓			5000 - 0340W.
DUNLAP A. F.	350	220	" B	0720 ✓			5000 0350
STEUSSY G. H.	350	686	" B	0718			10 mi S of English Coast.
TIAHRT H.	350	611	" B	0732			Boole w/ PFF
ROSINE H.	349	621	" B	0703			5055 0227W
KEYS J. P.	349	986	" B	0720			4945 0355W
HERRERES F. J.	349	986	" B	0725			4850 0330W

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A/C RETURNING EARLY

A/C Number 087 A/C Letter Z
 Squadron 418th Pilot Lt. Fischer
 Time landed at base 0934
 Point or coordinates of point at which A/C turned back:
5011-0334W
 Time turned back 0755 hr
 Altitude at time turned back 26,000'
 Reason for abortion Formation leader turned back
 Disposition of bombs Brought Back
 Brought back or jettisoned
 Name of Interrogating Officer J. D. Shirley

A/C RETURNING EARLY

A/C Number 7090 A/C Letter D
 Squadron 418th Pilot Lt. Fong
 Time landed at base 0929
 Point or coordinates of point at which A/C turned back:
Close to target.
 Time turned back 0730
 Altitude at time turned back 19,000'
 Reason for abortion Weather
 Disposition of bombs Brought Back
 Brought back or jettisoned
 Name of Interrogating Officer J. D. Shirley

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A/C RETURNING EARLY

A/C Number 7071 A/C Letter P
 Squadron 418 Pilot Lt. Ryan
 Time landed at base 0945
 Point or coordinates of point at which A/C turned back: 50-07 1/2 N, 02-40 W
 Time turned back 0712
 Altitude at time turned back 15,600' (max. alt. 27000')
 Reason for abortion Weather; clouds to 27000'
 Disposition of bombs Brought back.
 Brought back or jettisoned
 Name of Interrogating Officer E. L. Johnson

#2 of 2nd element of 2nd lead
 low sq. of 1000 ft
 growth

A/C RETURNING EARLY

A/C Number 673 A/C Letter E
 Squadron 418 Pilot Lt. Major
 Time landed at base 0930
 Point or coordinates of point at which A/C turned back: 50-00 N, 03-24 W
 Time turned back 0800
 Altitude at time turned back 27000'
 Reason for abortion Weather;
 Disposition of bombs Brought back
 Brought back or jettisoned
 Name of Interrogating Officer E. L. Johnson

Lead of 2nd element of 2nd lead
 low sq. of 1000 ft
 growth

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A/C RETURNING EARLY

A/C Number 708 A/C Letter —
 Squadron 387th Pilot Lt. W. P. Scott
 Time landed at base 0936
 Point or coordinates of point at which A/C turned back:
5020-0340W
 Time turned back 0804 hrs.
 Altitude at time turned back 28,000
 Reason for abortion Weather - leader's decision
 Disposition of bombs Brought Back
Brought back or jettisoned
 Name of Interrogating Officer J. D. Shirley

A/C RETURNING EARLY

A/C Number 800 A/C Letter —
 Squadron 387th Pilot Lt. Zapp
 Time landed at base 0945
 Point or coordinates of point at which A/C turned back:
Approx. 5050-0100W
 Time turned back 0850
 Altitude at time turned back 26,000
 Reason for abortion Weather
 Disposition of bombs Brought Back
Brought back or jettisoned
 Name of Interrogating Officer J. D. Shirley

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A/C RETURNING EARLY

A/C Number 936 A/C Letter
 Squadron 357th Pilot Lt. L. A. McLaury
 Time landed at base 0944

Point or coordinates of point at which A/C turned back:

Approx. 4940 - 0300 W

Time turned back approx. 0755

Altitude at time turned back 27,600'

Reason for abortion Recall

Disposition of bombs Brought Back

Brought back or jettisoned

Name of Interrogating Officer J. P. Shirley

A/C RETURNING EARLY

A/C Number 126 A/C Letter D
 Squadron 357th Pilot Lt. K. S. Dillig
 Time landed at base 0935

Point or coordinates of point at which A/C turned back:

5014 - 0332 W

Time turned back 0754 1/2

Altitude at time turned back 27,000'

Reason for abortion Leader's Decision because of Bad weather

Disposition of bombs Brought Back

Brought back or jettisoned

Name of Interrogating Officer J. P. Shirley

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A/C RETURNING EARLY

A/C Number 517 A/C Letter
 Squadron 418th Pilot Lt. M. J. Anderson
 Time landed at base 0935

Point or coordinates of point at which A/C turned back:

Start Point

Time turned back 0730 approx

Altitude at time turned back 21,000

Reason for abortion Weather - Recall

Disposition of bombs Brought
 Brought back or jettisoned

Name of Interrogating Officer J. R. Shirley

A/C RETURNING EARLY

A/C Number 230 A/C Letter
 Squadron 347 Pilot H. T. H. 1st Corp.
 Time landed at base 0745

Point or coordinates of point at which A/C turned back:

Splasher 13-15

Time turned back 0645

Altitude at time turned back 24,500

Reason for abortion (Spore) didn't see formation

Disposition of bombs Brot. Back
 Brought back or jettisoned

Name of Interrogating Officer

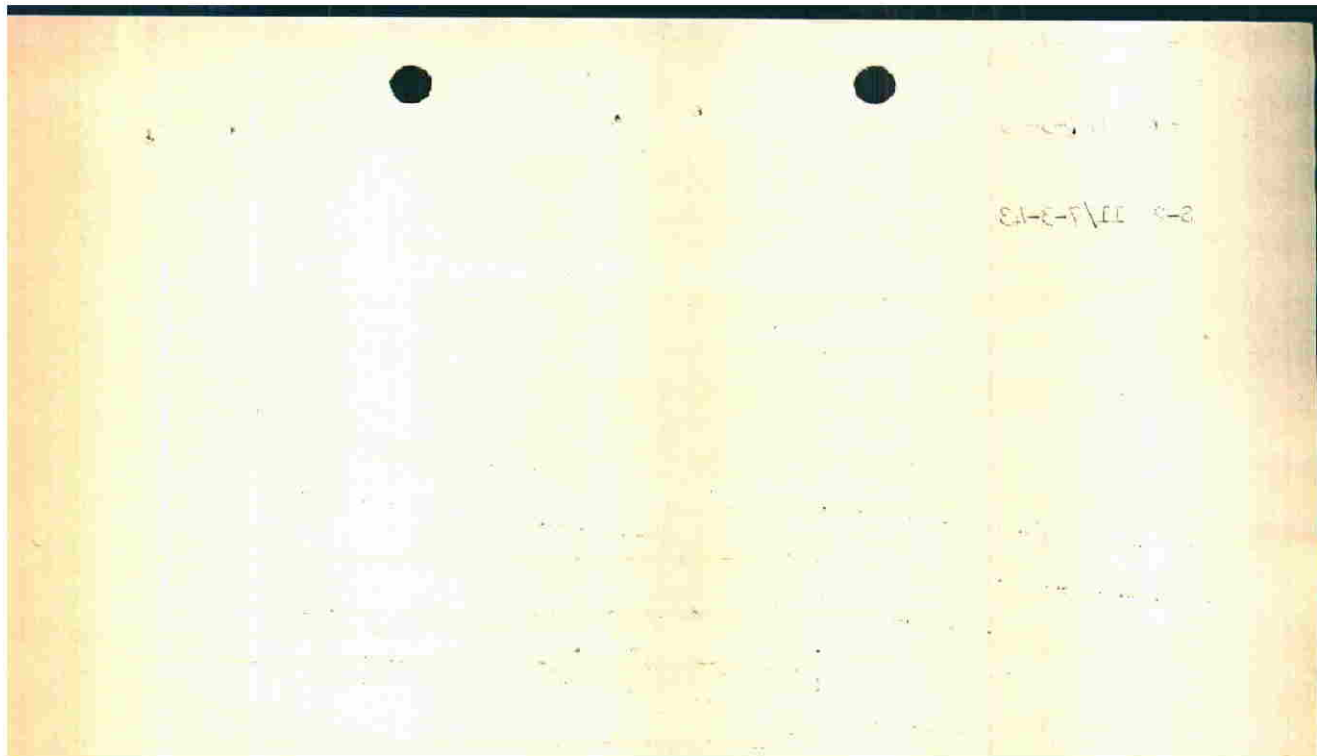
S-2 11/7-3-43

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A/C RETURNING EARLY

A/C Number 987 A/C Letter A
 Squadron 349 Pilot Williams, A. D.
 Time landed at base 0717
 Point or coordinates of point at which A/C turned back:
5204-0005 E
 Time turned back 0555 hrs.
 Altitude at time turned back 21,000
 Reason for abortion One engine out (#2) Spare.
 Disposition of bombs Brought back
 Brought back or jettisoned
 Name of Interrogating Officer Moffett

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A/C RETURNING EARLY

A/C Number 859 A/C Letter —
 Squadron 3494 Pilot St. C.S. Harding
 Time landed at base 0810

Point or coordinates of point at which A/C turned back:

5157-0004 - where we lost formation,
5202-0020 N - started back
 Time turned back 0653

Altitude at time turned back 22,000Reason for abortion Couldn't find formation

Disposition of bombs Brought Back
 Brought back or jettisoned

Name of Interrogating Officer J. D. Shirley

A/C RETURNING EARLY

A/C Number 723 A/C Letter R
 Squadron 3494 Pilot St. H.W. Woodall
 Time landed at base 0905

Point or coordinates of point at which A/C turned back:

5020N - 0431W

Time turned back - 0714Altitude at time turned back 28,600'Reason for abortion #2 engine losing oil & had to feather it

Disposition of bombs Brought Back
 Brought back or jettisoned

Name of Interrogating Officer J. D. Shirley

S-2 11/7-3-43

194

DATE OF ATTACK

6/10 87

Köhler

NAVIGATOR

Journal

A/C NC.

867

1. The 100th A Group flew (high-lead-low) of the 13th() C.M. in 3rd B.D. Formation.
The 100th B Group flew (high-lead-low) " " " () " " " " " "

X

A Group

B Group

Lead	A/O
Highest	"
Lowest	"

- ### 3. True Heading on Bomb Run

- #### 4. Ground Speed on Bomb Run

5. Flew Straight and Level before Bombing sec.

- ## 6. Time Bombs Away

7. Turn from Target after Bombing

- ### 8. True Course Away from Target

9. Brief Description of Evasive Action in Target Area:

Turned back 4940 - 0210 W - place (see)

- C. Visibility at Target:

Brought bombs back

Shd untrcast

ACTUAL ROUTE FLOWN OVER ENEMY TERRITORY: Must be exact and give check points.

[illegible]

3-2 50-E/2/44

INTERROGATING OFFICER

194

A/C RETURNING EARLY

A/C Number 007 A/C Letter _____
Squadron 351st Pilot Lt. Ransom
Time landed at base 0930 Ransom
Point or coordinates of point at which A/C turned back:
5045N - 0210W
Time turned back 0742
Altitude at time turned back 22,000'
Reason for abortion Spare -
Disposition of bombs Brought Back
Brought back or jettisoned
Name of Interrogating Officer J. D. Shirley

A/C RETURNING EARLY

A/C Number _____ A/C Letter _____
Squadron _____ Pilot _____
Time landed at base _____
Point or coordinates of point at which A/C turned back:

Time turned back _____
Altitude at time turned back _____
Reason for abortion _____
Disposition of bombs _____
Brought back or jettisoned
Name of Interrogating Officer _____

S-2 11/7-3-43

194

Fuller

A/C RETURNING EARLY

A/C Number 010 A/C Letter W
 Squadron 418 Pilot Lt. J. A. Evans
 Time landed at base --0929
 Point or coordinates of point at which A/C turned back:
4950 - 0310 W
 Time turned back 0710
 Altitude at time turned back 15,000'
 Reason for abortion Weather.
 Disposition of bombs Brought Back
 Brought back or jettisoned
 Name of Interrogating Officer Capt. FCB.

A/C RETURNING EARLY

A/C Number 018 A/C Letter ?
 Squadron 351 Pilot Lt. Cummings
 Time landed at base 0930
 Point or coordinates of point at which A/C turned back:
50-00N, 01-35W
 Time turned back 0815
 Altitude at time turned back 27000
 Reason for abortion overcast, 10/10 clouds to 30,000' (est)
 Disposition of bombs Brought back
 Brought back or jettisoned
 Name of Interrogating Officer E. L. Johnson

302nd
 element of
 high altitude
 group A Group
 18 A/C in
 formation
 when turned
 back.
 14000' in
 clouds
 couldn't find
 com charts

S-2 11/7-3-43

194

A/C RETURNING EARLY

A/C Number 066 A/C Letter H
 Squadron 35/58 Pilot LT. Greiner
 Time landed at base 0944

Point or coordinates of point at which A/C turned back:

49-58N 02-59W (Farthest penetration)

Time turned back 0800

Altitude at time turned back 27700

Reason for abortion weather

Disposition of bombs Brought back.

Brought back or jettisoned

Name of Interrogating Officer

E.L. Johnson

element of
Lead
(100A)
250' high
grove
8/13B Wing

A/C RETURNING EARLY

A/C Number 2090 A/C Letter R
 Squadron 418 Pilot LT. H.J. Rowland
 Time landed at base 0932

Point or coordinates of point at which A/C turned back:

2000 49-50N, 03-40W

Time turned back 0730

Altitude at time turned back 27000'

Reason for abortion weather

Disposition of bombs Brought back.

Brought back or jettisoned

Name of Interrogating Officer

E.L. Johnson

#30 element of low
50' of blood grove
(100A)
vary alt
27,700'
reached clouds
building wh.

S-2 11/7-3-43

194

A/C RETURNING EARLY

A/C Number 883 A/C Letter 20
 Squadron 349 Pilot Mc League
 Time landed at base 0842

Point or coordinates of point at which A/C turned back:

4850N - 0330W

Time turned back 0720

Altitude at time turned back 26,000

Reason for abortion weather

Disposition of bombs 38 x 100 lb GP brought back
 Brought back or jettisoned

Name of Interrogating Officer P. W. Terry

A/C RETURNING EARLY

A/C Number 621 A/C Letter
 Squadron 350 Pilot Thompson
 Time landed at base 0840

Point or coordinates of point at which A/C turned back:

4850N - 0330W

Time turned back 0720

Altitude at time turned back 27,000

Reason for abortion Clouds heavy on trail up to 27,000 - low over ground

Disposition of bombs 38 x 100 GP brought back
 Brought back or jettisoned

Name of Interrogating Officer P. W. Terry

S-2 11/7-3-43

194

A/C RETURNING EARLY

A/C Number 617 A/C Letter -
 Squadron 350 Pilot Rosine
 Time landed at base 0920

Point or coordinates of point at which A/C turned back:

Turned back with PFF - Place unknown

Time turned back 0732Altitude at time turned back 25,700Reason for abortion Lead turned back

Disposition of bombs Brought back
 Brought back or jettisoned

Name of Interrogating Officer Dr. W. Terry

A/C RETURNING EARLY

A/C Number 686 A/C Letter -
 Squadron 350 Pilot Linkert
 Time landed at base 0915

Point or coordinates of point at which A/C turned back:

10 mi S. of English Coast?

Time turned back 0718Altitude at time turned back 26,000Reason for abortion weather

Disposition of bombs Brought back
 Brought back or jettisoned

Name of Interrogating Officer Dr. W. Terry

S-2 11/7-3-43

A/C RETURNING EARLY

194

A/C Number 986 A/C Letter ?
 Squadron 349 Pilot L.P.J. Herres
 Time landed at base 0854 *Lead of 16g. Sq.*

Point or coordinates of point at which A/C turned back:

4945N, 0355WTime turned back 0720Altitude at time turned back 26200Reason for abortion Lost leader of group and. of weatherDisposition of bombs Brought back

Brought back or jettisoned

Name of Interrogating Officer E. L. Johnson
capt. for

A/C RETURNING EARLY

A/C Number 220 A/C Letter P
 Squadron 350 Pilot Lt. G.H. Steussy
 Time landed at base 0845

Point or coordinates of point at which A/C turned back:

50-00N, 0350WTime turned back 0720Altitude at time turned back 26,000Reason for abortion Formation turned backDisposition of bombs Brought Back

Brought back or jettisoned

Name of Interrogating Officer E. L. Johnson

S-2 11/7-3-43

194

A/C RETURNING EARLY

A/C Number 537 A/C Letter 5
 Squadron 350th Pilot 1st Lt. Chadwick
 Time landed at base 0923

Point or coordinates of point at which A/C turned back:

4910 - 0320W

Time turned back 0804

Altitude at time turned back 26,500'

Reason for abortion Formation turned back.

Disposition of bombs Brought Back.

Brought back or jettisoned

Name of Interrogating Officer J. P. Shirley

A/C RETURNING EARLY

A/C Number 903 A/C Letter T
 Squadron 350th Pilot 1st Lt. McEwen
 Time landed at base 0923

Point or coordinates of point at which A/C turned back:

4910 - 0320W

Time turned back 0804

Altitude at time turned back 26,500'

Reason for abortion Formation had to be turned back.

Disposition of bombs Brought Back

Brought back or jettisoned

Name of Interrogating Officer J. P. Shirley

S-2 11/7-3-43

194

A/C RETURNING EARLY

A/C Number 211 A/C Letter
 Squadron 349th Pilot Lt. Gustafson
 Time landed at base 0850

Point or coordinates of point at which A/C turned back:

Approx. 4850-0330W.

Time turned back 0725 hrs.Altitude at time turned back 26,000Reason for abortion No formation over target.

Disposition of bombs Brought Back
 Brought back or jettisoned

Name of Interrogating Officer J. D. Shirley

A/C RETURNING EARLY

Low 8344.

A/C Number 695 A/C Letter F
 Squadron 350th Pilot Lt. G. F. Dunlap
 Time landed at base 0910

Point or coordinates of point at which A/C turned back:

Approx. 5005-0340W

Time turned back 0705 hrs.Altitude at time turned back 26,000Reason for abortion Only 6 planes in our formation - couldn't find rest.

Disposition of bombs Brought Back
 Brought back or jettisoned

Name of Interrogating Officer J. D. Shirley

S-2 11/7-3-43

194

A/C RETURNING EARLY

A/C Number 621 A/C Letter P
 Squadron 349th Pilot H. J. P. Keys
 Time landed at base 0817

Point or coordinates of point at which A/C turned back:

5055-0227

Time turned back 0703

Altitude at time turned back 20,000

Reason for abortion Couldnt find Group after becoming

Disposition of bombs Brought back separated in climb.
 Brought back or jettisoned

Name of Interrogating Officer H. James B. Shirley

A/C RETURNING EARLY

A/C Number 958 A/C Letter Z
 Squadron 350th Pilot H. F. O. BELBEL
 Time landed at base 0855

Point or coordinates of point at which A/C turned back:

Approx 4900-0350W.

Time turned back 0735 hrs.

Altitude at time turned back 27,500

Reason for abortion Late at splashdown & couldn't find formation

Disposition of bombs Brought Back
 Brought back or jettisoned

Name of Interrogating Officer H. James B. Shirley

S-2 11/7-3-43

194

A/C RETURNING EARLY

A/C Number 009 A/C Letter —
 Squadron 350 Pilot Brewer
 Time landed at base 0914
 Point or coordinates of point at which A/C turned back:
Turned back with PFF- Bled unknown
 Time turned back 0730
 Altitude at time turned back 23,500
 Reason for abortion weather - Lead turned back
 Disposition of bombs 38 X 100 GP - brought back
 Brought back or jettisoned
 Name of Interrogating Officer D.W. Terry

A/C RETURNING EARLY

A/C Number 657 A/C Letter —
 Squadron 350 Pilot Rogers
 Time landed at base 0916
 Point or coordinates of point at which A/C turned back:
4922N - 0345W
 Time turned back 0725
 Altitude at time turned back 26,000
 Reason for abortion weather - Lead turned back
 Disposition of bombs Brought back
 Brought back or jettisoned
 Name of Interrogating Officer D.W. Terry

S-2 11/7-3-43

CAMERA (Yes) (No)

Lead Group

A/C NO. 066 SQDN. High PILOT'S NAME Greiner DATE 10th June 1944

No. _____ of _____ element of _____ Sqdn, of lead-high-low Group
of _____ Group (Letter: _____) of _____ C.W.

BOMBING RESULTS:

- (a) Where did bombs hit?

(b) Time _____ Hrs. Altitude _____ Ft.

(c) No. bombs dropped	Size	Type	Fusing
1	100	100	100
2	100	100	100
3	100	100	100
4	100	100	100
5	100	100	100
6	100	100	100
7	100	100	100
8	100	100	100
9	100	100	100
10	100	100	100
11	100	100	100
12	100	100	100
13	100	100	100
14	100	100	100
15	100	100	100
16	100	100	100
17	100	100	100
18	100	100	100
19	100	100	100
20	100	100	100
21	100	100	100
22	100	100	100
23	100	100	100
24	100	100	100
25	100	100	100
26	100	100	100
27	100	100	100
28	100	100	100
29	100	100	100
30	100	100	100
31	100	100	100
32	100	100	100
33	100	100	100
34	100	100	100
35	100	100	100
36	100	100	100
37	100	100	100
38	100	100	100
39	100	100	100
40	100	100	100
41	100	100	100
42	100	100	100
43	100	100	100
44	100	100	100
45	100	100	100
46	100	100	100
47	100	100	100
48	100	100	100
49	100	100	100
50	100	100	100
51	100	100	100
52	100	100	100
53	100	100	100
54	100	100	100
55	100	100	100
56	100	100	100
57	100	100	100
58	100	100	100
59	100	100	100
60	100	100	100
61	100	100	100
62	100	100	100
63	100	100	100
64	100	100	100
65	100	100	100
66	100	100	100
67	100	100	100
68	100	100	100
69	100	100	100
70	100	100	100
71	100	100	100
72	100	100	100
73	100	100	100
74	100	100	100
75	100	100	100
76	100	100	100
77	100	100	100
78	100	100	100
79	100	100	100
80	100	100	100
81	100	100	100
82	100	100	100
83	100	100	100
84	100	100	100
85	100	100	100
86	100	100	100
87	100	100	100
88	100	100	100
89	100	100	100
90	100	100	100
91	100	100	100
92	100	100	100
93	100	100	100
94	100	100	100
95	100	100	100
96	100	100	100
97	100		

If Jettisoned, give coordinates

If Brought back, why?

True Heading on Bomb Run:

OBSERVATIONS OF ENEMY ACTIVITY:

Time	Place	Altitude of A/C	Observations
Recalled			

Recalled

CAMERA (Yes) (No)

A/C NO. 936 SQDN. 351 PILOT'S NAME Dobson, L.G. DATE 70 June 44

No. 2 of 2 element of 14 Sqdn. of lead-high-low Group
of _____ Group (Letter: _____) of _____ C.W. . .

TARGET: *Aborted*

(a) Where did bombs hit?

(b) Time _____ Hrs. Altitude _____ Ft.

[illegible]

If Jettisoned, give coordinates _____

If Brought back, why? _____

True Heading on Bomb Run: _____

OBSERVATIONS OF ENEMY ACTIVITY:

[illegible]

No. Destroyed

No. Damaged

FLAK IN TARGET AREA:

[illegible]

DID FLAK INTERFERE WITH THE BOMB RUN?

OTHER FLAG AREAS:

Time	Place	Altitude of A/C	Type, intensity and accuracy

Did WEATHER affect the MISSION? If so, HOW? Yes

Turned back because of thick cloud layers ahead.

BATTLE DAMAGE:

Minor _____ Major _____ Salvage _____

George W. Tolbert

Time	Place	Altitude of A/C	Observations
None			

LOW GROUP
FORMATION POSITION
LEAD SQDN
POORAH

COMBAT MISSION OF
10 JUNE 1944

X ROSENTHAL - KIMMEL 864 J (PTF)
X BRUNER 880 X X ROGERS 887 Y
X CHADWICK 887 B
X MCGINN 893 Y X KIMMEL 898 Z

LOW SQDN
POORAH

GILSON 821 A
DUNLAP 896 F STINEY 880 F
TIAHRT 888 898 B
X ROGERS 811 B KAYS 821 P

COMPOSITE GROUP

GROUND SPARES
829 O (LEAD) POORAH
801 P KIMMEL
834 J KIMMEL
WEATHER SHIP 8988 B RUBEN (HARRIS)

GROUND SPARES LEAD GROUP
806 F MAFKEN
804 Y KIMMEL

(F) - B-17F
(G) - B-17G
R/E - Returned Early

HIGH SQDN

KIMMEL
HERRES 881 M
KIMMEL 887 L

GUSTAFSON 811 N MORRIS 888 Y

TOWERS 818 H
HARDING 880 Y WEDDALL 725 B

AIR SPARES

WILLIAMS 897 A

KEMP 880 B

TAXI _____ TAKE OFF _____ RUNWAY _____

ASSEMBLY ALTITUDE _____

GROUPS FLARES R/T CALLS Approach first control point from _____

_____ Gp HIGH _____

_____ Gp LEAD _____

_____ Gp LOW _____

CONTROL POINTS	TIME	ALTITUDE
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

REFERENCE ALTITUDE _____

CLIMB: _____ PER MINUTE _____ MPH

ZERO HOUR _____

ROUTE BACK: DESCENT _____

ETA ENGLISH COAST _____ ETA BASE _____

Last departure time from base to make last control point _____

LEAD GROUP
FORMATION POSITION
LEAD SQDN

COMBAT MISSION OF

RUBBER

MAJ. FULLER PFF CLARK RME 698 O

RUBBER

LISCHE 097 E

PFF VALERIE 696 E

SCHWANK 695 Y

ANDERSON 617 T

BOTH 176

LOW SQDN

RUBBER

EVANS 010 W

ROWLAND 8090 R

RICE 154 A

MAJOR 673 E

PORT 7090 D

RYAN 071 P

HIGH SQDN

MAPKING

SCOTT 708 R

DILL 126 D

SAFT 800 A

GRIMMER 066 H

CURRING 018 L

DELANET 936 M

COMPOSITE GROUP

AIR SPARES

MAPKING

RANSON 007 B

MAPKING

KOHLE 867 E

Ret. Early

GROUND SPARES FOR LEAD GROUP

698 F MAPKING

404 V RICE RUBBER

WEATHER SHIP 6906 B RUBBER HARRIS

GROUND SPARES FOR LOW GROUP

829 O POORAN (LEAD)

601 F KIMBAT

834 J KIMBAT

(F) - B-17F

(G) - B-17G

R/E - Returned Early

TAXI _____ TAKE OFF _____ RUNWAY _____

ASSEMBLY ALTITUDE _____

GROUPS FLARES R/T CALLS Approach first control point from _____

_____ Gp HIGH _____

_____ Gp LEAD _____

_____ Gp LOW _____

CONTROL POINTS	TIME	ALTITUDE
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

REFERENCE ALTITUDE _____

CLIMB: _____ PER MINUTE _____ MPH

ZERO HOUR _____

ROUTE BACK: DESCENT _____

ETA ENGLISH COAST _____ ETA BASE _____

Last departure time from base to make last control point _____

5611-6334w

134
IMMEDIATE ACTION REPORTGROUP LeadA. BOMBING RESULTS: A/D Morlain

Target _____

1. Visual/Photographic:

Target _____

2. Visual/Photographic3. Time and Altitude at Bombs AwayTime No bombing

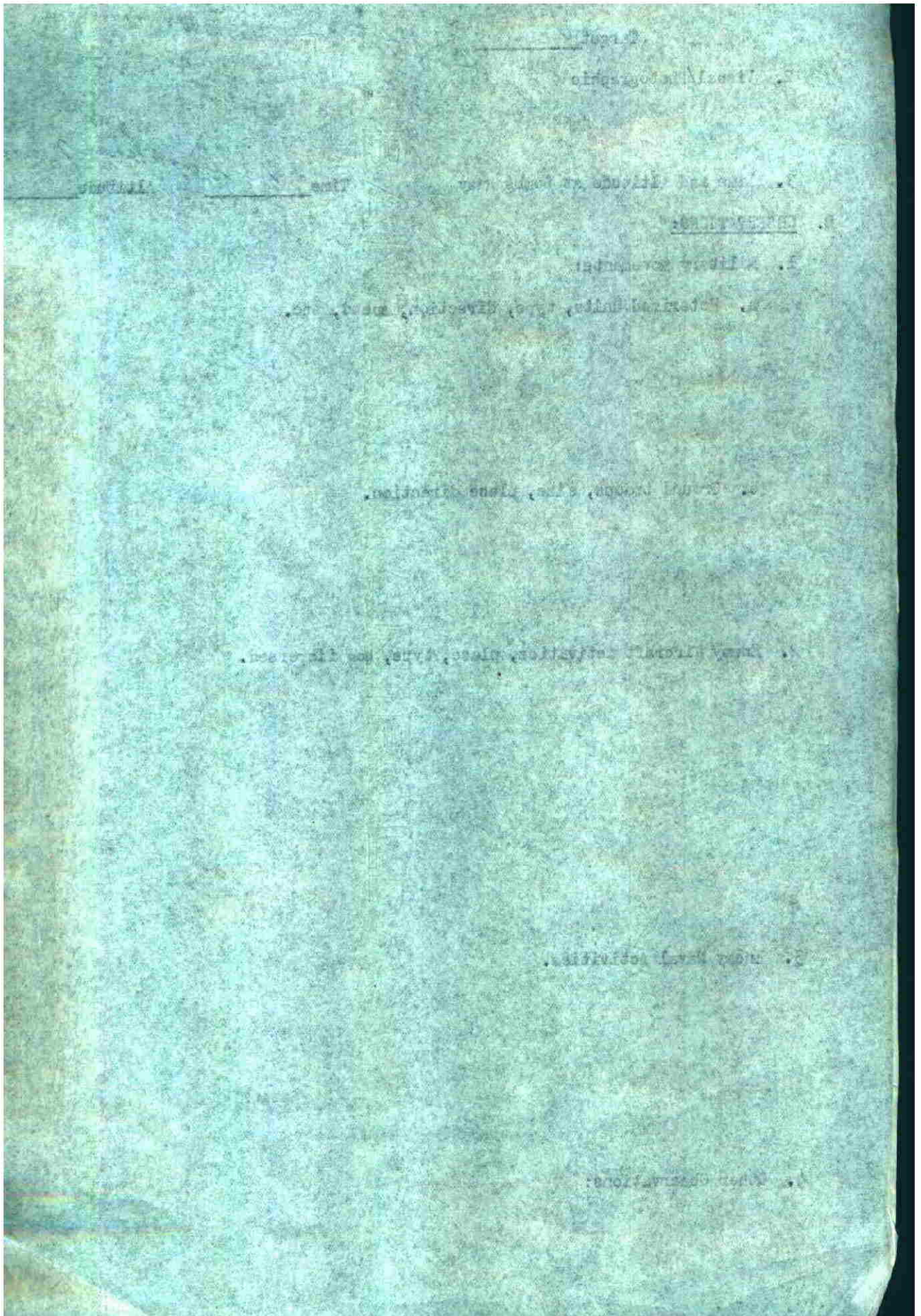
Altitude _____

B. OBSERVATIONS:1. Military movements: None

a. Motorized units, type, direction, speed, etc.

b. Ground troops, size, place direction.

2. Enemy aircraft activities, place, type, how dispersed.3. Enemy Naval Activities.4. Other Observations:



IMMEDIATE ACTION REPORT

GROUP LowA. BOMBING RESULTS: Air Mortars

Target _____

1. Visual/Photographic:

2. Visual/Photographic:

3. Time and Altitude at Bombs Away

Time _____

Altitude _____

B. OBSERVATIONS:

1. Military movements:

a. Motorized units, type, direction, speed, etc.

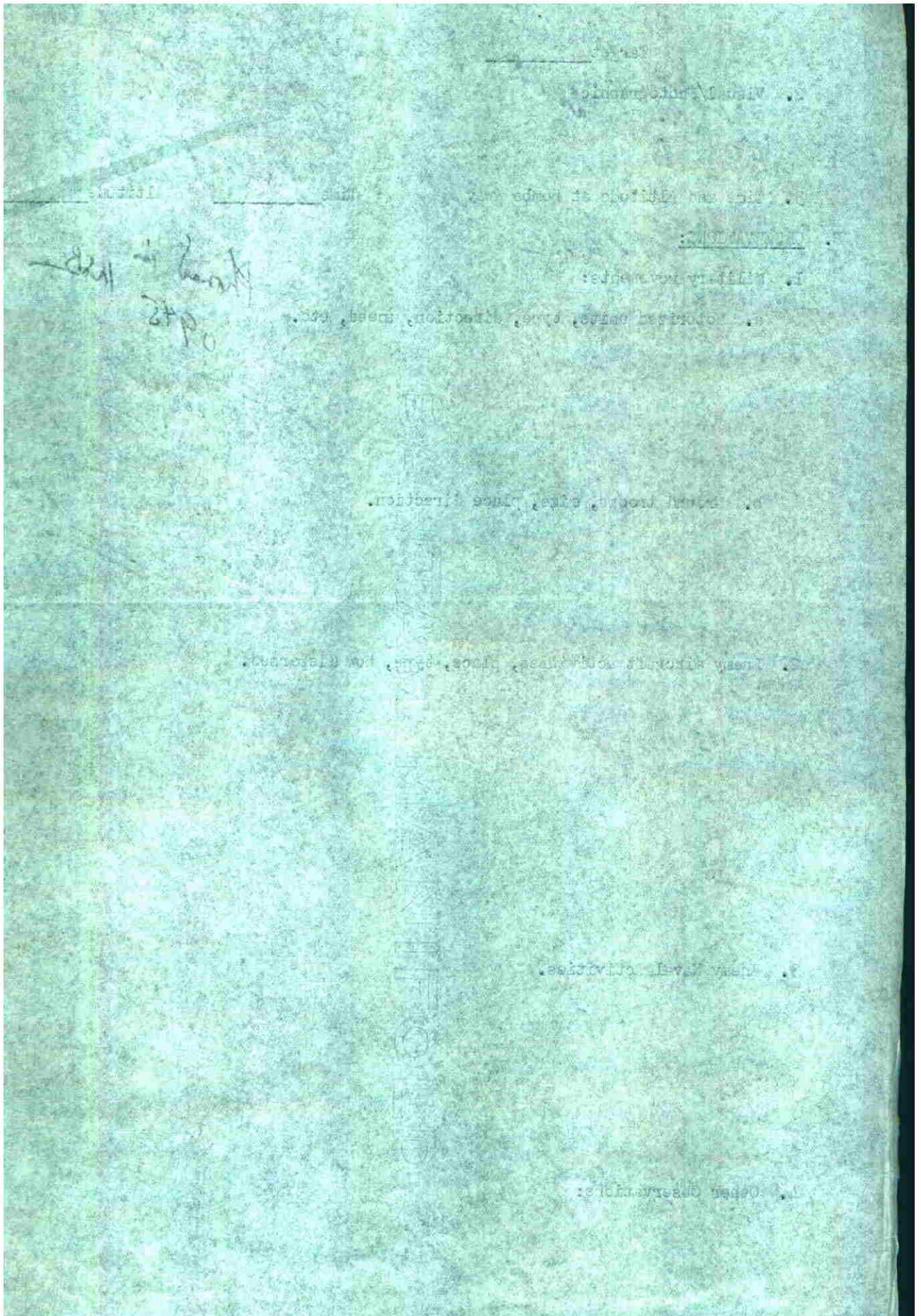
b. Ground troops, size, place direction.

2. Enemy aircraft activities, place, type, how dispersed.

3. Enemy Naval Activities.

4. Other Observations:

*No bombing**Weather - 27,000' clouds**& persistent
contrails**Turned back ~~5 mi~~ 4080 ft**26,500'**4910-0320 W**Bombs brought
back**Phoned in MSB
0945**Time of landing?
strung out -
abandoned ops
because of weather*



CAMERA (Yes) (No)

A/C NO. 087 SQDN. 418th PILOT'S NAME Lischer, R.F. DATE 10 June, 1944

No. 3 of 1st element of Lead Sqdn. of ~~lead-high-low~~ Group
of 100th Group (Letter: B) of 13A C.W.

True Heading on Bomb Run: _____

[illegible]

No. Destroyed

No. Damaged

FLAK IN TARGET AREA:

Time	Place	Altitude of A/C	Type of flak, intensity, accuracy

DID FLAK INTERFERE WITH THE BOMB RUN?

OTHER FLAK AREAS:

Time	Place	Altitude of A/C	Type, intensity and accuracy

Did WEATHER affect the MISSION? If so, HOW?

BATTLE DAMAGE:

Minor

Major

Salvage

CAMERA (Yes) (No)

A/C NO. 010 SQDN. 478 PILOT'S NAME Evans DATE 10-6-1944

No. 1 of lead element of Low Sqdn. of ~~lead-high-low~~ Group
of 100th Group (Letter: D) of 137 C.W.

(a) Where did bombs hit? in water + on beach

(b) Time 0709Z Hrs. Altitude 22000 Ft.

(c) No. bombs dropped 20 Size 250 Type M-37 Fusing Nose & Tail

If Jettisoned, give coordinates

If Brought back, why?

True Heading on Bomb Run: 140°

OBSERVATIONS OF ENEMY ACTIVITY:

Time	Place	Altitude of A/C	Observations
		none	

E/A CLAIMS:

No. Destroyed No. Damaged

FLAK IN TARGET AREA:

Time	Place	Altitude of A/C	Type of flak, intensity, accuracy

DID FLAK INTERFERE WITH THE BOMB RUN? no

OTHER FLAK AREAS:

Time	Place	Altitude of A/C	Type, intensity and accuracy

Did WEATHER affect the MISSION? If so, HOW? slight overcast over target.

BATTLE DAMAGE:

Minor Major Salvage

Time	Place	Altitude of A/C	Observations
no observations			

No. Destroyed

No. Damaged

FLAK IN TARGET AREA:

Time	Place	Altitude of A/C	Type of flak, intensity, accuracy
	No Flak seen		

DID FLAK INTERFERE WITH THE BOMB RUN?

OTHER FLAG AREAS:

Time	Place	Altitude of A/C	Type, intensity and accuracy.
	no lake seen.		

Did WEATHER affect the MISSION? If so, HOW? yes

covering clouds at bombing alt. formation
cleared the 25,000 before falling into sea.

BATTLE DAMAGE:

Minor _____ Major _____ Salvage _____

Howe vs. Coffey

CAMERA (Yes) (No)

A/C NO. 175 - SQDN. 418th PILOT'S NAME ROTH G L DATE 6/10/44

No. 21 of _____ element of LEAD Sqdn. of lead-high-low Group
of _____ Group (Letter: D) of 13 C.W.

BOMBING RESULTS:

- (a) Where did bombs hit?
- (b) Time _____ Hrs. Altitude _____ Ft.
- (c) No. bombs dropped _____ Size _____ Type _____ Fusing _____
- If Jettisoned, give coordinates _____
- If Brought back, why? Recalled - we thought

True Heading on Bomb Run:

OBSERVATIONS OF ENEMY ACTIVITY:

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E/A CLAIMS:

No. Destroyed _____

No. Damaged _____

FLAK IN TARGET AREA:

Time	Place	Altitude of A/C	Type of flak, intensity, accuracy

DID FLAK INTERFERE WITH THE BOMB RUN? _____

OTHER FLAK AREAS:

Time	Place	Altitude of A/C	Type, intensity and accuracy

Did WEATHER affect the MISSION? If so, HOW? _____

BATTLE DAMAGE:

Minor _____

Major _____

Salvage _____

CAMERA (Yes) (No)

194

POSITION FLOWN OVER TARGET:

No. 1 of Lead element of High Sqdn. of Lead-high-low Group
of Lead Group (Letter:) of C.W.

TARGET:

BOMBING RESULTS:

(a) Where did bombs hit?

(b) Time _____ Hrs. Altitude _____ Ft.

(c) No, bombs dropped _____ Size _____ Type _____ Fusing _____

If Jettisoned, give coordinates.

If Brought back, why? weathered cancelled ops.

True Heading on Bomb Run:

OBSERVATIONS OF ENEMY ACTIVITY:

Time	Place	Altitude of A/C	Observations
✓	✓	✓	<u>undercast</u>

No. Destroyed

No. Damaged

FLAK IN TARGET AREA:

DID FLAK INTERFERE WITH THE BOMB RUN?

OTHER FLAG AREAS:

Did WEATHER affect the MISSION? If so, HOW?

BATTLE DAMAGE:

Minor

Major

Salvage

CAMERA (Yes) (No)

A/C NO. 154 SQDN. 413 PILOT'S NAME D. RICE DATE JUNE 10

No. 2 of 1 element of Low Sqdn. of lead-high-low Group
of _____ Group (Letter: _____) of _____ C.W.

BOMBING RESULTS:

(a) Where did bombs hit?

(b) Time Hrs. Altitude Ft.

(c) No. bombs dropped _____ Size _____ Type _____ Fusing _____

If Jettisoned, give coordinates

If Brought back, why? BROUGHT BACK -

True Heading on Bomb Run:

OBSERVATIONS OF ENEMY ACTIVITY:

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E/A CLAIMS:

NONE

No. Destroyed _____

No. Damaged _____

FLAK IN TARGET AREA:

Time	Place	Altitude of A/C	Type of flak, intensity, accuracy
NONE			

DID FLAK INTERFERE WITH THE BOMB RUN?

OTHER FLAK AREAS:

Time	Place	Altitude of A/C	Type, intensity and accuracy
NONE			

Did WEATHER affect the MISSION? If so, HOW?

YES - PREVENTED SAME —

!!!

BATTLE DAMAGE:

NONE

Minor _____

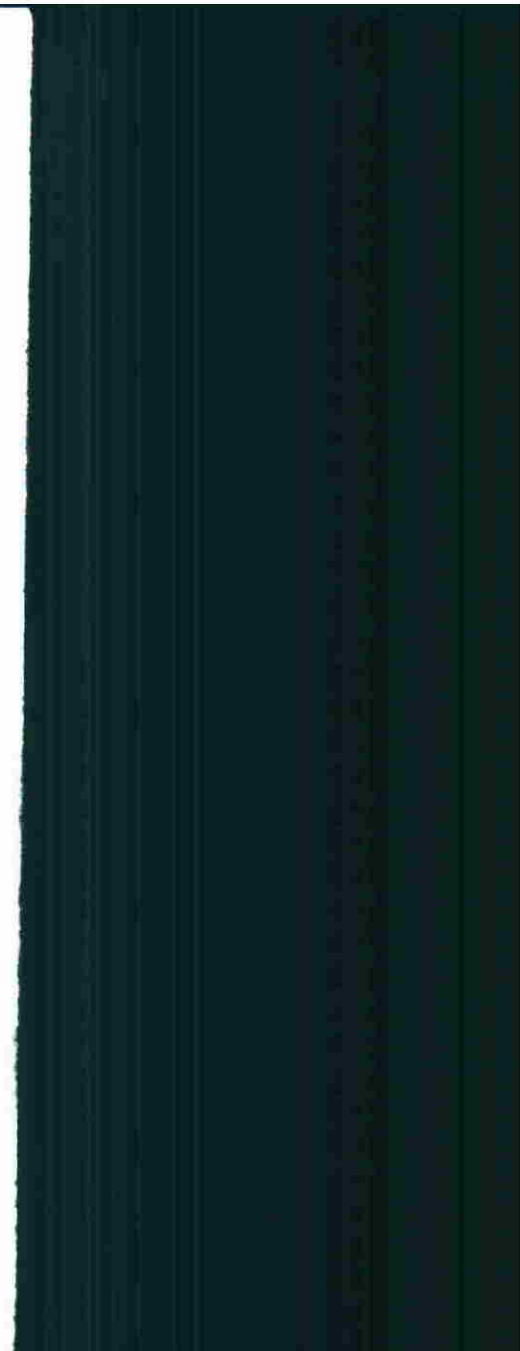
Major _____

Salvage _____

B. Hufsey

<u>13B</u>		
Z-362 ✓	Reinard/pleurtrick	48° 36' W. 02° 05' W.
<u>4WG</u>		
Z-535 ✓	Kerlin/Bastard	47° 46' N 03° 26' W
<u>1ST. DIV</u>		
Z 344	Gael. ✓	48° 05' N. 02° 12' W.
Z 206 B	NANTES/CHATOU ROUGON. ✓	47° 10' N 01° 37' W
Z 355	VARNES ✓	47° 43' N 02° 44' W
<u>2ND DIV.</u>		
Z 661	CONCHES ✓	48° 56' N 00 58' E
Z 338	EVEREAU/FAUVILLE ✓	49° 01' N. 01° 13' E.
Z 341A	ST ANDRE DE LEURE ✓	48° 54' N. 01° 16' E.
Z 341B	ST ANDRE/LE FAUVILLE (Dummay) ✓	48° 52' N. 01° 13' E.
Z 369	DREUX ✓	48° 42' N. 01° 22' E.

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13 B → 48°35-02'25" / Pursuant A/F

195

4TH → 47°45-03'29" W

① — 47°43-02'43" W
 48°05-02'12" W
 47°10-01'35" W

② 48°57-00'58" E
 48°43-01'02" E DNEVX
 48°54-01'56" E
 -52-01'35" E
 49°02-01'12" E

BRUNING 2000000

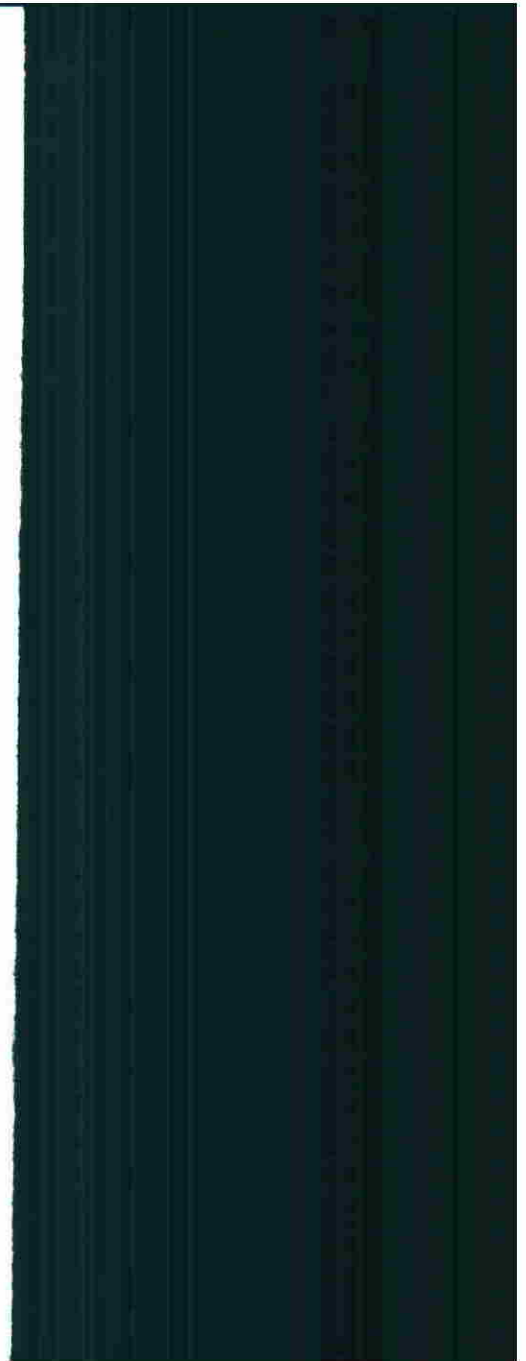
15TH WG. 145
 4/J/334 BERCK 623 W/V
 4/J/325 MERLIMONT PAGE 635 W/V
 4/E/25 TOUQUET-PARIS-PLACE

13B
Z-362
 Z-535 (446)

 4/J/309 1ST.DIV 49 846 506
 277 HARDELOT 49 ✓
 269 EQUIHEN - 49 ✓

 Z 344
 Z 206 B
 Z 355

 Z 661 no Z 341 A Z 369 4/5/29 - 673
 Z 338 Z 341 B 264 623 W/V
 623 W/V 181 W/V



AUTHORIZED ADMISSION

LT. ABBEY
LT. COL. BENNETT
CAPT. BOWMAN
CAPT. CLOUTHER
CAPT. CROSEY
CAPT. DOUGLAS
MAJOR EMERSON
CAPT. FRYE
MAJOR FULLER
CAPT. GUMMERSALL
CAPT. HARDY
CAPT. HOWARD
CAPT. HARRISON
LT. HOWARD
CAPT. IANNAONE
LT. COL. JEFFREY
LT. COL. KIDD
CAPT. KINDER
CAPT. LASH
CAPT. MASSO
CAPT. McCARTHY
CAPT. MCGILL
LT. MILBURN
LT. ORENSTEIN
LT. PIKE

195
MAJOR REEDER
CAPT. ROSENTHAL
CAPT. STOVER
LT. COL. TURNER
MAJOR WALLICH
CAPT. SWARTOUT
CAPT. VENTRIS
CAPT. YOUNGS
CAPT. ZELLER
M/SGT. WILLIAMS
S/SGT. SPENCE
SGT. CALLAHAN

S-2 DUTY OFFICER LT. KING
CAPT. MACKESY
S/SGT. CHRISTENSEN
SGT. KRAMER
SGT. CLARK
SGT. WYATT
CPL. DELEONARDO
Lt. Bauman

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CHECK SHEET
Duty OfficerJUNE 9-10, 1944
(Date)

LT. F. J. KING

194

(Check each of following as handled)

BRIEFING INFORMATION

SPECIAL
NOTES

1. From File Room (Except for Master File - File Clerk) ☒
2. From Map Room ☒
3. Course, assembly lines, pictures & Maps (War Room) ☒
4. Pictures, & Maps (Main Briefing Room) ☒
5. Course - Briefing Rooms (Duty Navigator) ☒
6. Bulk maps & pictures to Map Room (File Clerk) ☒
7. Epidiascope pictures prepared ☒

FOOD (for S-2 staff during pre-briefing period) ☒

FIRES (if necessary)

1. Gunners' Briefing Room (Tel. # 53) ☒
2. Main Briefing Room ☒

GUARDS

1. Authorized Admission List ☒
2. Posting ☒
3. Dismissal ☒

JEEP (if not already available) ☒

P/W KITS

1. Loading ☒
2. Check out sheet & EM assignment ☒

POST BRIEFING

1. Personal property & issue records to S-2 ☒
2. Briefing Rms. (Lights out, stoves closed, courses down) ☒
3. Briefing material to appropriate folder in War Room ☒
(Removed from both Briefing Rooms)

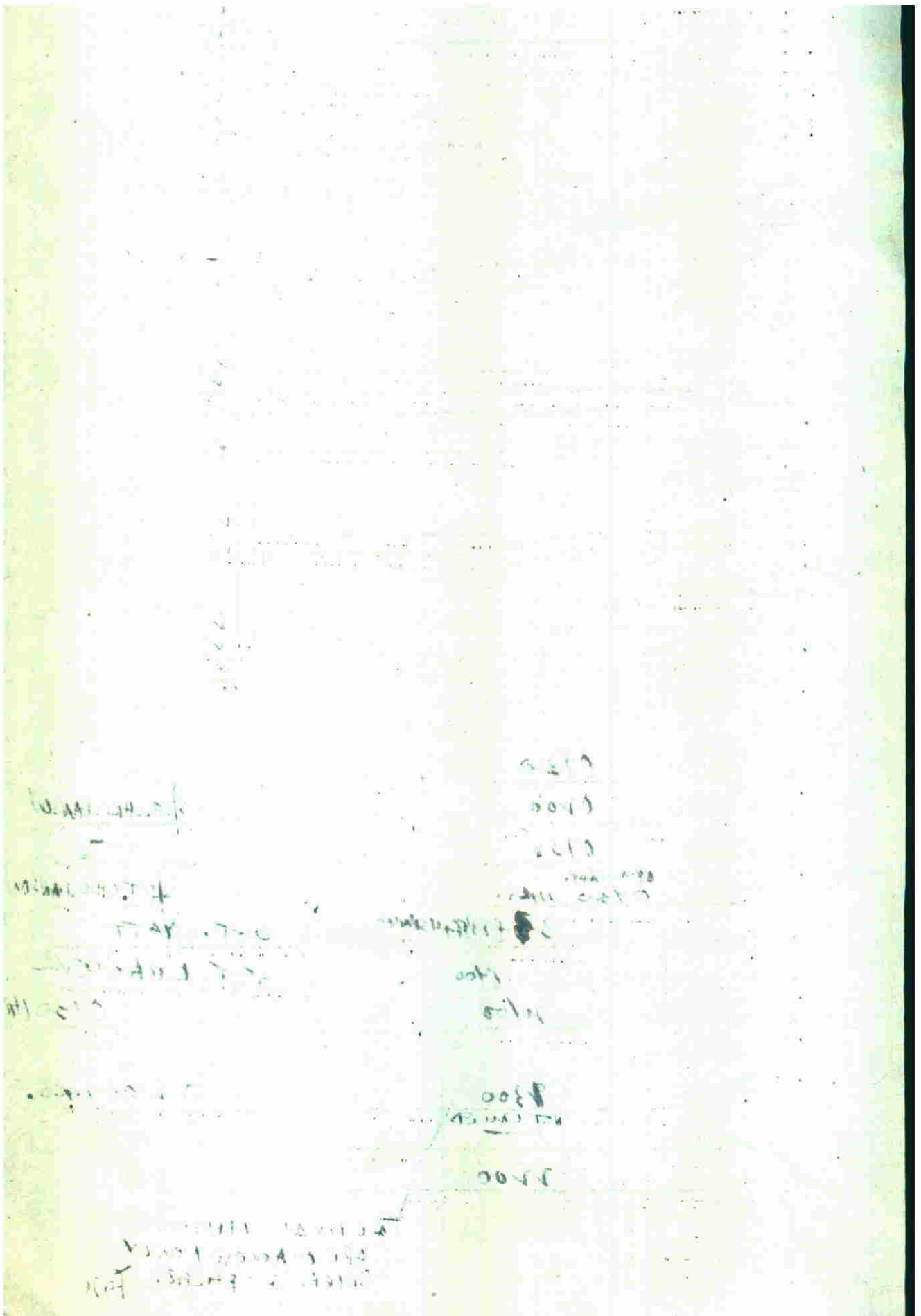
(Fill in time or name)

1. Pre-Briefing at 0130
2. Briefing at 0200
3. Time over target 0735
4. ETR 0819 LATER
0930 HRS.
5. No. crews on mission 38 + 20 + 45 = 103
6. File & map clerks called at 2400
7. Other EM called at 2100
8. Briefing Officers:

	Notified	Picked up	Briefing time
a. Main	<u>2300</u>		
b. Gunners'	<u>NOT CALLED</u>		
c. Group S-2	<u>2200</u>		
9. EM assigned as follows:
 - a. Preparation of slides SGT. CHRISTIANSON
 - b. Gunners' epidiascope SGT. CHRISTIANSON
 - c. Main br. epiadiascope SGT. CHRISTIANSON
 - d. P/W Kits SGT. WYATT
 - e. Map Room SGT. KRAEMER
10. Personal phone calls stopped 0130 HRS

S/2 - 52/15-5-44

TACTICAL MISSION
CAPT. MACKESLY ONLY
BRIEFING OFFICER. FJC



BRIEFING

DATE 10 - 6 44

BRIEFING O. Capt Mackesey

1. TARGETS: (IMPORTANCE, SIZE & IDENTIFYING CHARACTERISTICS)

A. PRIMARY TARGET: MORLAIX A/D 3 miles inland from the N. coast of Brittany on the Brest penninsular.

This airfield together with Kerlin/Bastard (4th CW) and the Pleurhuit A/D (13B CW) is of topmost priority and from all indications is high in the counter-invasion plans of the enemy. Latest coverage shows that A/C are being moved into these fields and all are extremely active.

It is hoped that bombing of these targets will make the fields themselves untenable and will force the enemy to withdraw to more Southerly bases not so favorably positioned with respect to the Channel coast.

B. SECONDARY TARGET: No secondary or last resort target.

C. LAST RESORT:

2. ROUTE:

FLAK: The target is believed to be undefended. However, there are 6 heavy guns under construction in the target area.

A. FROM ENEMY COAST TO I.P.

1:500,000 map:

Target located at a point about halfway along the N. coast of the penninsular, just SE of a large double-pronged bay. On the briefed heading of approx. 190° the distance from landfall to the target is 7 miles.

B. FROM I.P. TO TARGET:

NTM.: (SW boindary of the)

The/airfield, roughly rectangular in shape, is a little less than a mile from the DOSSEN R which flows from the sea down through MORLAIX. The edge of the town is a mile SSW of the field.

C. ROUTE HOME:

ILL /4:

The field measures 1350 yards x 950 yards. Single runway running NE*SW, entire length of field. MPI - MIDDLE OF THE RUNWAY.

3. OTHER DEFENSES:

A. SMOKE SCREENS

B. DECOYS: One about 5 miles ESE.

MAR 1964

CHASER 10-10

The following ships are loaded with camera which are set to go off automatically.

1058
1708
2416
2977
2611
2009
1220
1537
8175
1895
6010
7090

FROM OITHE 092120Z
TO USLIST SE-5C
OIPNT
OIBMP
OIKHI

SECRET 3 B.D. U-102-E

3RD BOMB DIVISION FIELD ORDER NO. 261.

1. B. FRIENDLY ACTIVITIES

(1) FIGHTER SUPPORT

TO FOLLOW

(2) OTHER FRIENDLY FORCES

3 WGS (24 A/C EACH) OF 1ST DIVISION WILL DEPART BEACHY HEAD AT ZERO PLUS 20 TO ATTACK TARGETS 4/J/309, 277 AND 269.

6 WGS (36 A/C EACH) OF 1ST DIVISION WILL DEPART SELSEY BILL AT ZERO HOUR TO ATTACK TARGETS Z 344, Z 206B AND Z 355.

3 WGS (24 A/C EACH) OF 2ND DIVISION WILL DEPART BEACHY HEAD AT ZERO PLUS 10 TO ATTACK TARGETS 4/J/264, 219 AND 181.

5 WGS (72 A/C EACH) OF 2ND DIVISION WILL DEPART BEACHY HEAD AT ZERO HOUR TO ATTACK TARGETS Z 661, Z 338, Z 341A, Z 341B, Z 369.

2. A. TARGETS

PRIMARY:

4/J/334 ILL 57/C 45 WG (24 A/C) EACH A/C LOAD
2 X 2000 LB G.P. 1/10, 1/40
4/J/325 ILL 49/J 45 WG (24 A/C) EACH A/C LOAD
2 X 2000 LB G.P. 1/10, 1/40
4/E/25 ILL 45/D 45 WG (24 A/C) EACH A/C LOAD
2 X 2000 LB G.P. 1/10, 1/40
Z-362 MPI: 056040/4 13 WG (2 X 18 A/C) 1 GP LOAD
12 X 500 LB G.P. 1/10, 1/40. 1 GP LOAD
38 X 100 LB G.P. 1/10, 1/100.
Z-422 MPI: 060055/4 13 WG (2 X 18 A/C) 1 GP LOAD
12 X 500 LB G.P. 1/10, 1/40. 1 GP LOAD
38 X 100 LB G.P. 1/10, 1/100.
Z-535 MPI: 066037/3 4 WG (4 X 18 A/C) 2 GPS LOAD
12 X 500 LB G.P. 1/10, 1/40. 2 GPS LOAD
38 X 100 LB G.P. 1/10, 1/100

SECONDARY AND LAST RESORT: ALL WGS. NONE

B. FORCE REQUIRED

4 COM WG: 4 GPS - 18 A/C PER GP - PLUS SPARES
13 COM WG: 4 GPS - 18 A/C PER GP - PLUS SPARES
45 COM WG: 3 ER WGS - 24 A/C PER WG - PLUS SPARES
92 AND 93 WGS: RELEASED FOR TRAINING.

C. DIVISION ASSEMBLY LINE

NONE

D. ROUTES

(1) 45 WGS:
SPLASHER 8 (21,000) ZERO PLUS 23
BEACHY HEAD ZERO PLUS 30
TGT. (4/J/334) ZERO PLUS 46
RIGHT TURN TO:
BEACHY HEAD ZERO PLUS 72
BASES

FORCE ON TGT. 4/J/384 ADD 3 MIN.

FORCE ON TGT. 4/E/25 ADD 6 MIN.

(2) 4A WG (2 GPS):

SPLASHER 15 (21,000)	ZERO MINUS 33
LIZARD POINT	ZERO HOUR
4802-0452W (I.P.)	ZERO PLUS 38
TGT. (Z-535)	ZERO PLUS 56
4732-0332W (R.P.)	ZERO PLUS 61
4730-0355W	ZERO PLUS 67
4837-0350W (START DESCENT)	ZERO PLUS 89
START POINT	ZERO PLUS 122
BASES	

4 B WG (2 GPS) ADD 3 MINS.

(3) 13A WG (TGT Z-422):

SPLASHER 15 (18,000)	ZERO MINUS 13
START POINT	ZERO HOUR
TGT	ZERO PLUS 35
4835-0333W	ZERO PLUS 38
4930-0310W (START DESCENT)	ZERO PLUS 57
PORTLAND BILL	ZERO PLUS 79
BASES	

TIMINGS FOR LEAD GP. GP INTERVAL - 3 MINS.

(4) 13B WG (TGT Z-362):

SPLASHER 15 (21,000)	ZERO MINUS 12
START POINT	ZERO HOUR
4852-0305W	ZERO PLUS 27
TGT	ZERO PLUS 40
4826-0212W	ZERO PLUS 44
4830-0310W (START DESCENT)	ZERO PLUS 71
PORTLAND BILL	ZERO PLUS 92
BASES	

TIMINGS FOR LEAD GP. GP INTERVAL - 3 MINS

E. BOMBING ALTITUDES

45 WGS: 21,000 - OR FROM BASE OF HIGH CLOUDS.
 4 WGS: 21,000 - OR FROM BASE OF HIGH CLOUDS.
 13 WG: (TGT Z-422): 18,000
 13 WG: (TGT Z-362): 21,000

3. A. WING STRENGTH:

4 WG: 4 X 18 A/C (2 PFF A/C ATTACHED TO EACH GP.)

13A WG: 2 X 18 A/C (2 PFF A/C ATTACHED TO LEAD GP
 1 PFF A/C ATTACHED TO FOLLOWING GP)

13B WG: 2 X 18 A/C (2 PFF A/C ATTACHED TO LEAD GP.
 1 PFF A/C ATTACHED TO FOLLOWING GP)

45 WGS: 3 X 24 A/C (2 PFF A/C ATTACHED TO EACH WG OF 24 A/C)

X. (1) ZERO HOUR: 0700 D.B.S.5. 10 JUNE 1944

(2) BOMB LOAD:

SEE 2. A. ABOVE

(3) DISPOSITION OF PFF A/C:

4 WG 8 A/C FROM 333 SQDN.

13 WG 6 A/C FROM 413 SQDN. 45 WGS
45 WG 6 A/C FROM 413 SQDN.

(4) SPARES RETURN AT MID CHANNEL

(5) CODE WORD AT I.P. VISUAL: "RED FLARE"
PFF : "YELLOW FLARE"

(6) INTERVALOMETER SETTING:

45 WGS: SALVO
4 AND 13 WGS: 100 FT.

(7) REFERENCE BASE ALTITUDE: 20,000 FT.

(8) TACTICAL REPORTING WILL BE EMPLOYED FOR THIS MISSION
WITH TIME LIMITS OF 45 MINS FOR THE IMMEDIATE ACTION
REPORT AND 2 HOURS 45 MINS FOR THE FINAL REPORT.

4. NORMAL: COM WGS FORWARD COPIES OF FIELD ORDERS TO THIS
HEADQUARTERS.

5. COMMUNICATIONS

A. SPLASHER BEACONS: 15A, 5B, 6C, 7D, 8E, 9F, 11G, 13H, 16I.

B. MF D/F "H" (45 WG)
MF D/F "N" (4-13 WGS)

C. GEE: EASTERN WYOMING, SOUTHERN UTAH

D. AUTHENTICATORS: W/T: LETTER "Z" VHF: "CLIPPER"

E. VHF RECALL CODE PHRASE: "ORGAN GRINDERS SWING"

F. VHF BOMBER FIGHTER CHANNEL:
8TH USAAF FIGHTERS: AMERICAN FIGHTER COMMON

G. VHF BOMBER FIGHTER CALLSIGNS

45 WG: VINEGROVE SIX
13A WG: VINEGROVE THREE ONE
13B WG: VINEGROVE THREE TWO
4 WG: VINEGROVE THREE THREE

USAAF FIGHTERS: BALANCE
USAAF GROUND SECTOR: COLGATE

H. VHF RELAY A/C 13 WG TO FLY IN AREA 5200N-0000 AT 16,000 FEET
RELAY R/T CALLSIGN: "PARROT"

I. STRIKE REPORTS WILL BE SENT TO HF D/F LOCATED AT THE COMBAT
WINGS BY THE GROUP LEADERS. WING LEADERS ONLY WILL REPORT
TO THE DIVISION BY VHF ON CHANNEL "B" IF POSSIBLE OR BY W/T.

J. IMPORTANT: IF WILL NOT BE TURNED ON EXCEPT BY THE AIRCRAFT
IN DISTRESS.

K. RCM

(1) CARPET: NORMAL

(2) WINDOW

(A) 45 A WG AND LEAD GPS 45B - 45C WGS: 288 UNITS
STARTING EIGHT MINUTES BEFORE ENEMY COAST
FOR TWELVE MINUTES.

(B) LEAD GP 13 WG ON TARGET Z-362: 312 UNITS
STARTING EIGHT MINUTES BEFORE TARGET FOR
THIRTEEN MINUTES.

(C) 4A WG AND LEAD GP 4B WG: 288 UNITS STARTING
EIGHT MINUTES BEFORE TARGET FOR TWELVE MINUTES.

AA-- LE MAY --

FROM OITHE 09/2350B
TO USLIST SB-SC
OIPNT
OIKHI
OIBMP

Jim

SECRET 3 B.D. U-106-E

ANNEX NO. 1 TO 3 B.D. FIELD ORDER 261

CORRECTED TIMINGS:

2. D. ROUTES

(1) 45 WGS
SPLASHER 8 (21,000) ZERO PLUS 23
BEACHY HEAD (C.P. "1") ZERO PLUS 30
TGT. (4/J/334) ZERO PLUS 45
RIGHT TURN TO:
BEACHY HEAD ZERO PLUS 70
BASES

FORCE ON TGT 4/J/384 ADD 3 MIN.

FORCE ON TGT. 4/E/25 ADD 6 MIN.

(2) 4A WG (2 GPS):
SPLASHER 15 (21,000) ZERO MINUS 32
LIZARD POINT (C.P. "1") ZERO HOUR
4802-0452W (I.P.) (C.P. "2") ZERO PLUS 37
TGT. (Z-535) ZERO PLUS 54
4732-0332W (R.P.) ZERO PLUS 59
4730-0355W ZERO PLUS 65
4837-0350W (START DESCENT) (C.P. "3") ZERO PLUS 88
START POINT ZERO PLUS 122
BASES

4 B WG (2 GPS) ADD 3 MINS.

(3) 13A WG (TGT Z-422):
SPLASHER 15 (18,000) ZERO MINUS 12
START POINT (C.P. "1") ZERO HOUR
TGT ZERO PLUS 33
4835-0333W ZERO PLUS 36
4930-0310W (START DESCENT) ZERO PLUS 56
PORTLAND BILL ZERO PLUS 79
BASES

TIMINGS FOR LEAD GP. GP INTERVAL - 3 MINS.

(4) 13B WG (TGT Z-362):
SPLASHER 15 (21,000) ZERO MINUS 12
START POINT (C.P. "1") ZERO HOUR
4852-0305W (C.P. "2") (I.P.) ZERO PLUS 26
TGT ZERO PLUS 38
4826-0212W ZERO PLUS 41XX 42
4830-0310W (START DESCENT) ZERO PLUS 71
PORTLAND BILL ZERO PLUS 93
BASES

TIMINGS FOR LEAD GP. GP INTERVAL - 3 MINS

- L E M A Y -

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USLIST SB-SC V OITHE 11 -P- 7
FROM OITHE 092330B
TO USLIST SB-SC
SECRET SS IN OITHE NR 8 REF U-103-E IN FIRST PARA CORRECT LINE
BEGINNING Z 535 TO READ AS FOLLOWS:
Z 535 - 4802-0452W - 4 C. W.
-- LE MAY --
STOD: 09/2350B MEP AR

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USLIST SB-SC V OITHE NR 1 OF

FROM OITHE 10004
TO USLIST SB-SC
OIPNT
OIBMP
OIKHI
SECRET 3 BD U-107-E

ANNEX NO. 2 TO 3 B.D. FIELD ORDER 261

1. B. FRIENDLY ACTIVITIES

(1) FIGHTER SUPPORT

VIII FIGHTER COMMAND WILL:

(1) SUPPORT HEAVY BOMBER OPERATIONS.

(2) ATTACK AND CUT THE FOLLOWING RAILWAY LINES:
RAIL ROUTES FOR FIGHTER/BOMBER INTERDICTION

SOUTH - NORTH ROUTES SOUTH OF LINE RENNES - LE
MANS - CHARTRES

NORTH OF LINE RENNES - LE MANS - CHARTRES

ROUTES WESTWARDS FROM PARIS

(3) CONDUCT OFFENSIVE PATROLS TO DESTROY AND INTERRUPT
ENEMY LINES OF COMMUNICATION AND ENEMY MOVEMENTS.

(4) PROVIDE SPOTTERS TO OBSERVE BOMBING RESULTS OF
HEAVY BOMBERS.

(5) ALL FIGHTERS - CALLSIGN "BALANCE"

-----LE MAY-----

AS
TOD 100115B TEC AR
AS FOR R
AO
GAS R.....10/0118B BALL AR

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USLIST SB-SC V OITHE NR 8 -P-

FROM OITHE 09/2210B
TO USLIST SB-SC

SECRET 3 B.D. U-103-E.

INTELLIGENCE ANNEX TO 3BD F.O. 261.

THE FOLLOWING I.P.S HAVE BEEN DESIGNATED FOR ASSIGNED TARGETS
THIS DATE:

4/J/334,325; 4/E/25 - BEACHY HEAD - 45 C.W.
 O A RUPWAPRTQNEY C.W. - ~~Z 535~~ 4802-0452 W 4CW
 Z 362 - 4852-0305W - 13 C.W.
 Z 422 - START POINT - 13 C.W.

Z 535

 THIS AIRFIELD IS OF TOP-MOST PRIORITY AND FROM ALL INDICATIONS
 RATES HIGH IN COUNTER-INVASION PLANS OF THE ENEMY. LATEST REPORTS
 HAVE IT THAT THE GREATEST NUMBER OF A/C EVER BASED ON THIS FIELD ARE
 NOW READY AND PRIMED FOR A COUNTER-STROKE.

Z 362, Z 422

 THESE AIRFIELDS ALSO ARE TOP PRIORITY IN THE ENEMY'S PLANS
 FROM ALL INDICATIONS. THE LATEST COVERAGE SHOWS THAT A/C ARE BEING
 MOVED INTO BOTH IN INCREASING NUMBERS AND BOTH FIELDS ARE EXTREMELY
 ACTIVE.

BLIND BOMBING OF THESE THREE AIRFIELDS IS IN THE NATURE OF AN
 EXPERIMENT BEING LINKED UP WITH THE CLOSE PROXIMITY OF EACH TO
 WATER AREAS. IT IS HOPED THAT BOMBING OF THESE TARGETS WILL RENDER
 FURTHER USE OF THE FIELDS THEMSELVES UNTENABLE FORCING THE ENEMY TO
 WITHDRAW TO MORE SOUTHERLY BASES NOT SO FAVORABLY POSITIONED WITH
 RESPECT TO THE CHANNEL COAST.

FOR 4/J TARGETS CONSULT CURRENT APPLICABLE LANDMARK FOLDERS
 FOR ADDITIONAL SHOTS OF TERRAIN FEATURES. FOR THESE TARGETS TIME FOR
 HIGH TIDE IS 0313 HOURS, LOW TIDE 1028 HOURS.

FOR Z 362 HIGH TIDE IS AT 1037 HOURS; FOR Z 422 HIGH TIDE AT
 0811 HOURS;

FOR Z 535 HIGH TIDE 0746 HOURS.

FLAK:

Z 362

TARGET IS DEFENDED BY FOUR HEAVY GUNS. THE CHANNEL ISLANDS
 AND ST BRIEUC SHOULD BE AVOIDED.

Z 422

TARGET IS BELIEVED TO BE UNDEFENDED, HOWEVER, THERE ARE SIX
 HEAVY GUNS UNDER CONSTRUCTION IN TARGET AREA.

Z 535

BREST SHOULD BE AVOIDED ON COURSE IN AND OUT. THERE ARE 90
 GUNS IN TARGET AREA AND LESS THAN HALF OF THESE GUNS WILL BE ABLE
 TO FIRE ON BRIEFED COURSE THRU TARGET AREA. IT IS BETTER TO TAKE
 THE FOUR GUN BATTERY ON GROIX ISLAND THAN TO GET INTO THE STRONG
 DEFENSES SOUTHWEST AND WEST OF THE TARGET.

TARGETS IN 4/J AREA:

THERE ARE POSSIBLY 12 GUNS IN TARGET AREA, INCLUDING AN
 ACCURATE SIX GUN BATTERY AT ETAPLES. THE RIGHT TURN AFTER BOMBING
 WILL AVOID THE HEAVY DEFENSES TO THE NORTH.

---LE MAY--

TOD: 09/2320B MEP AR
 Q FOR K I WITH R.

WAS K WITH R.....
 NEED IMI OF 4TH LINE OF SIG

OIBSE
OISNT
OISGB
OINAM

SECRET 13 CBW U 33E

13 CBW FIELD ORDER 261

- 1.
2. A. THIS WING ATTACKS PURSUANT TO 3 BD F.O. 261.
 - B. TARGETS
 1. 13 A WING
TARGET X
Z-422 100 A GP., 100 B GP.
MPI 060055/4
 2. 13 B WING
TARGET A
X- 362 390 A GP., 95 A GP.
MPI 056040/4
 - C. ASSEMBLY
 1. 13 A WING
SPL 13 18000 FT. ZERO MINUS 28
SPL 15 ZERO MINUS 13
TIMINGS ARE FOR 100A GP. , 100 B GP. ADD 3 MINUTES.
 2. 13 B WG.
SPL 13 21000 FT ZERO MINUS 26
SPL 15 ZERO MINUS 12
TIMINGS ARE FOR 390 GP., 95 GP. ADD 3 MINUTES.
3. A. 13 A WG.
100 A GP LEADS 16 A/C PLUS 2 PFF A/C PLUS 2 SPARE A/C
100 B GP LOW 17 A/C PLUS 1 PFF A/C PLUS 1 SPARE A/C
 - B. 13 B WG.
390 GP. LEADS 16 A/C PLUS 2 PFF A/C PLUS 2 SPARE A/C
95 GP. LOW 17 A/C PLUS 1 PFF A/C PLUS 2 SPARE A/C
- X. 1. FUEL LOAD 2300 GALS.
2. BOMB LOAD 390 GP. , 100A GP. 12 X 500 GP 1/10 1/40
95 GP., 100 B GP. MAXIMUM 100GP 1/10 1/100
3. WEATHER A/C TO BE AT 18000 FT. ONE HOUR PRIOR TO GROUP
TAKEOFF AND TO REMAIN AIRBORNE GIVING ADEQUATE REPORTS
UNTIL GROUPS ARE ASSEMBLED- 100 GP.
- 4.
5. A.

(1) FLARES	(2) LEADERS	(3) R/T CALL SIGNS
390-R	COL OTT	FIREBALL ABLE
95-Y	CAPT BOCKMAN	FIREBALL RED
100A-G	MAJOR FULLER	FIREBALL BAKER
100BHX-RY	CAPT ROSENTHAL	FIREBALL WHITE

-----COBATWIG 13 -----

AS
CCUNDER 2. B. 2. SHOULD READ
TARGET A Z- 362

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CC UNDER PARA 2. A. TARGET 11/Q/3 MPI PT C-1 45B WG LEAD GP.

UNDER PARA 3. A. 4B WG: 3X 12 A/C (2 P.F.F. A/C ATTACHED)

UNDER X. (8) WA COM WGS ON JUNE 5 44

4. NORMAL

COM WGS FORWARD F.O. TO THIS HEADQUARTERS.

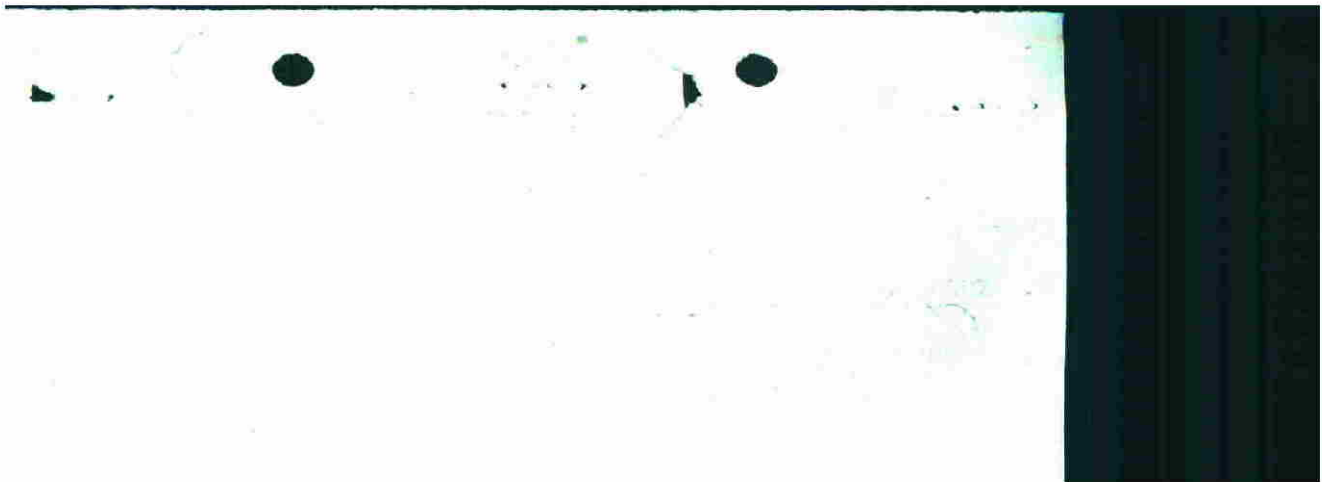
5. COMMUNICATIONS:

PARAGRAPHS A,B,C,F,G, H, I, K AND L ARE SAME AS F.O. NO. 255

D. AUTHENTICATORS:

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TAS
FRA
OIBSE
OISNT
OISGB
OIMAM

SECRET 13CBW U34E

ANNEX 1 TO 13TH COMBAT BOMB WING FIELD ORDER NO. 261

2. C. CORRECTED TIMINGS:

13A WG.
SPL 13 18000 FT. ZERO MINUS 26

13B WG.
SPL 13 21000 FT. ZERO MINUS 26

CORRECT TO READ:

5. A. (3) TO READ:

390 GR. FIREBALL BAKER
100A GR. FIREBALL ABLE

--COBATWIG 13--

-
AS

T O D 100020B

WADE

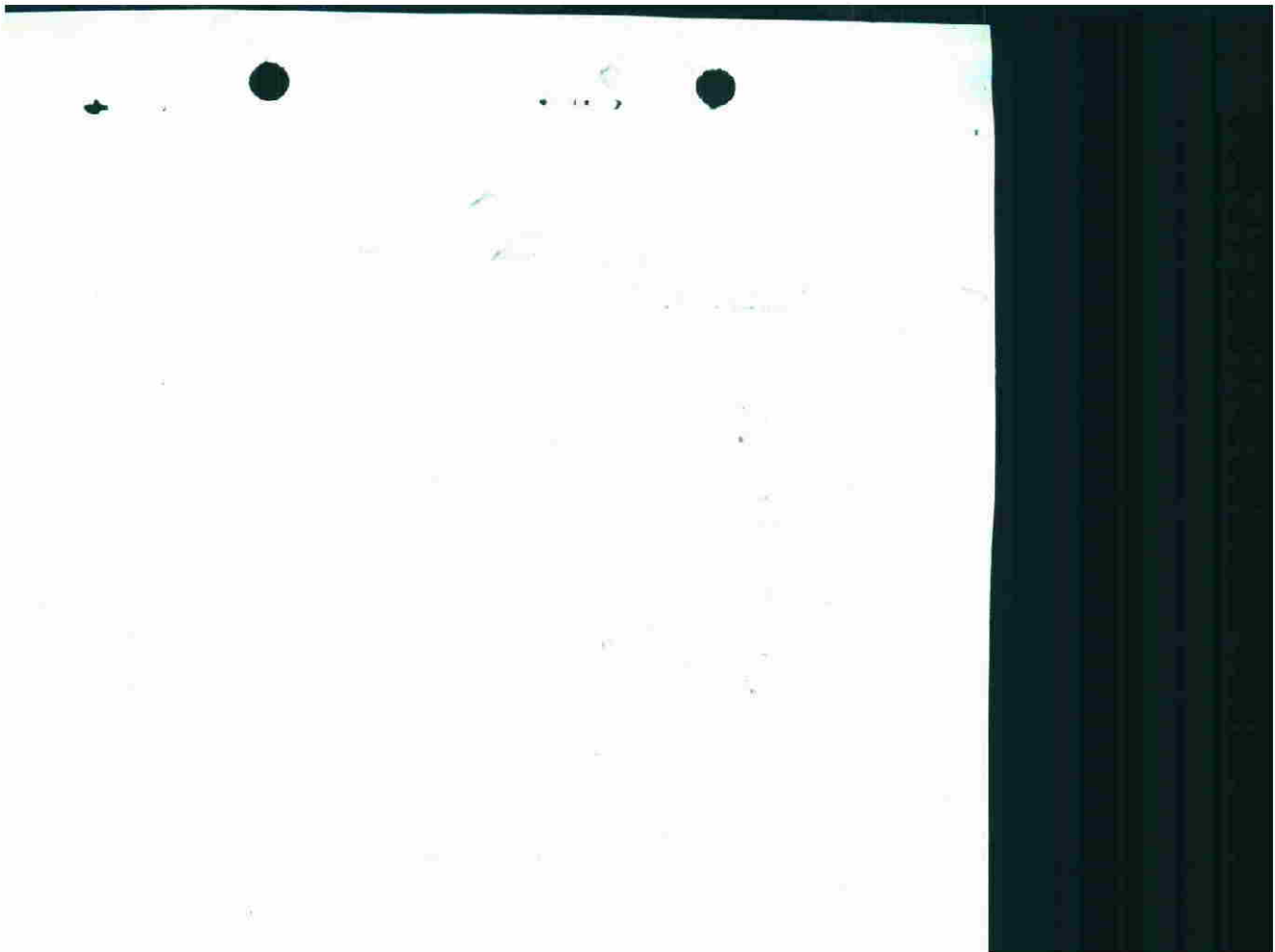
AR

Q FOR R

WAS K WITH R FOR OIHM NR

1 TAS R.....10/0020B BALL AR

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